The Mining Journal,
RAILWAY AND COMMERCIAL GAZETTE:
FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1551.—Vol. XXXV. LONDON, SATURDAY, MAY 13, 1865. (WITH SUPPLEMENT) {STAMPED......SIXPENCE. UNSTAMPED..FIVEPENCE.

MR. JAMES CROFTS, SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(Established 22 years.)

Holders of mining shares DIFFICULT of SALE in the OPEN MARKET may find purchasers by negociation, through Mr. Crofts' agency. Also, parties requiring ADVICE how to act as to the DISPOSAL, or ABANDONMENT, of doubtful mining stocks may profitably avail of Mr. Crofts' long experience on the market in all cases of doubt or difficulty.

FOR SALE, SPECULATIVE SHARES:—20 Wheal Hearle (an offer); 10 Rosewarne Consols, 10s.; 50 North Basset, 16s. 6d.; 150 Great South Chiverton, 5s.; 8 Wendron Consols, 25s. (call 20s. paid); 25 Abraham Consols, 3s.; 20 Wheal Unity, 5s.; 20 Great Caradon, 5s.; Vale of Towy; Sortridge; Prince of Wales; 100 Wheal Ida (offers); 10 North Shepherds (will advance considerably); 5 Frank Mills, £7⅛ (ex div.)

WANTED:—200 Great North Laxey (cash).

*** BUSINESS in Wheal Truscott.

*** See Mr. Crofts' letter for important notices on several mines, on p. 300.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET,
LONDON, E.C.

James Lane has FOR SALE at nett prices:—5 Basset and Grylls; 50 Bedol-Aur; 20 Carn Camborne, 36s.; 50 Dale, 7s. 6d.; 40 Drake Walls, 15s.; 10 East Lovell, £14⅛; 20 East Russell, £4¼; 50 East Jane, 15s.; 10 East Caradon, £14¾; 20 East Carn Brea, £7¼; 10 Frank Mills, £7¾; 20 Great North Laxey, £2¼; 20 Great Devon and Bedford (an offer wanted); 20 Lady Bertha; 20 Maudlin, £4; 20 North Treskerby, £3½; 50 North Devon; 50 New Wheal Martha, 24s.; 25 New Wheal Lovell, 25s.; 50 North Jane, 8s.; 50 North Minera, 5s.; 40 Pollard, 1s.; 5 Rosewarne Consols, 25s.; 10 Rosewarne United, 35s.; 20 South Lovell, £3⅛; 20 South Condurrow, £3⅝; 25 Tolvadden, 30s.

MR. WILLIAM LELEAN (Member of the Mining Exchange), has
FOR SALE the FOLLOWING SHARES, at nett prices:—

50 Bedol-Aur, 10s.
30 Bottle Hill, 11s. 6d.
20 Carn Camborne, 32s.
2 Clifford Amalg., £29⅛.
10 Cook's Kitchen, £10⅝.
5 Chiverton Moor, £2⅝.
10 Crane, £3¼.
50 Drake Walls, 15s. 6d.
10 East Carn Brea, £7 2s.
15 East Grenville, £3⅜.
25 East Laxey, 38s.
5 East Snaefell, £2.
10 East Rosewarne, 40s.
15 East Russell, £3⅞.
7 East Basset, £14.
5 East Caradon, £13¾.
10 East Lovell, £14⅛.
25 East Gunnislake, 24s.
5 Frank Mills, £7⅜ (ex. div.).
10 Great Busy, £5⅝.
10 Great Fortune, £4.
5 Grambler, £4.
10 Great Laxey, £20⅛.
50 Great North Laxey.
15 Gonamena, 34s
5 Great Vor, £32⅛.
15 Gt. South Tolgus, £2.
04 Great South Chiverton.
20 Great No. Downs, £3⅝
10 Hallenbeagle, £3 11 3
35 Lady Bertha, 12s. 3d.
15 Maudlin.
5 Marke Valley, £5 6s 3d
15 No. Treskerby, £2¾.
30 North Basset, 20s. 6d.
20 North Crofty, £2⅛.
15 North Buller, £⅜.
30 New Birch Tor, 35s.
10 New Rosewarne, £7⅜.
40 North Robert, 13s. 9d.
10 No. Shepherds, £7 3s 9d
5 North Roskear, £14¼.
40 North Minera.
20 Pendeen, £3 2s. 6d.
60 Prince of Wales, 2s 6d
1 Providence, £32¼.
100 Rosewarne Cons., 15s.
5 Rosewarne Utd., 25s 6d
30 St. Day United, 15s 3d.
5 South Basset, £6 10s.
10 So. Condurrow, £3⅛.
15 South Darren, 41s.
70 South Grenville, 4s.
3 St. Ives Consols, £14.
10 South Lovell, £3⅜.
70 South Caradon Wheal Hooper, 1s. 6d.
1 South Caradon, £523⅛.
4 Stray Park, £13⅜.
10 Tolvadden, 27s. 6d.
50 Treweatha, 2s. 6d.
50 Vale of Towy, 2s.
5 West Caradon, £11⅛.
3 West Frances, £16.
1 West Tolgus, £61¾.
60 Wendron Consols, 4s 6d
25 Wh. Unity, 5s.
10 Wheal Uny, £3 3s. 9d.
25 Wheal Crebor, 37s.
15 Wh. Grenville, £3¾.
1 Wheal Seton, £200⅛.
2 West Chiverton, £63⅛.
70 Wheal Pollard, 1s.
1 Wheal Rose, £37.
20 Wheal Harriett, 14s 9d.
30 Wheal Ludcott, 12s. 6d.
2 Wheal Buller, £57⅛.
5 Wh. Trelawny, £19⅝.
5 Wh. Chiverton, £6 7 9
1 Wheal Basset, £90.
10 Wh. Kitty (St. Agnes), £4 3s. 9d.

Mr. Lelean BUYS and SELLS all descriptions of ENGLISH and FOREIGN STOCKS and SHARES, INSPECTS MINES, and TRANSACTS all the usual BUSINESS of a STOCK and SHAREDEALER. Parties may rely upon him for sound advice and punctuality in all his engagements.

I refer my correspondents to my remarks in page 300 of this day's Journal.

N.B.—SPECIALLY RECOMMENDED, the immediate purchase of Great Laxey, Maudlin, Great South Chiverton, and North Minera shares.

Bankers: Messrs. Robarts, Lubbock, and Co.
Offices, 11, Royal Exchange, London, E.C.

MR. WILLIAM LELEAN'S STOCK, SHARE, AND FINANCE REGISTER, No. 2 of which will be published on Tuesday next, should be consulted by all who wish to make safe and profitable investments, giving from 10 to 15 per cent. Single copies, 6d. each; annual subscription, 5s.

11, Royal Exchange, E.C.

Mr. William Lelean's "Register," says the Mining Journal, "will form a very useful addition to the monetary and commercial periodicals of the day. It is full of all sorts of information that must be appreciated by investors, seems to be carefully done, and is well written."

The Money Market Review says—"It is likely to be useful to persons dealing or investing in mining and other shares. It gives an outline of the principal money market events of the month, and other useful information."

MR. JAMES WALTON, STOCK, SHARE, AND MINING BROKER, 9, QUEEN'S SQUARE, BRISTOL.

MR. HENRY BULLEN, MINE SHAREDEALER, has REMOVED from 1, Pinner's-court, to 1, GREAT WINCHESTER STREET, LONDON, E.C.

WILLIAM SEWARD,
19, THROGMORTON STREET, LONDON, E.C.

JOSEPH J. REYNOLDS, Jun.,
37, OLD BROAD STREET, LONDON, E.C.

Mr. Reynolds recommends for immediate purchase shares in Roskearnoweth and East Ellen Mines, being confident that a rise in price equal to cent. per cent. will soon take place. Shares can now be obtained at about £1 per share in each mine.

MR. J. B. REYNOLDS, 3, CROWN COURT, OLD BROAD STREET, LONDON, E.C.

"A word to the wise is sufficient."

Not long since I directed special attention to mines selling at excessively low prices, and I am happy to say that there are persons who did buy shares, which were at that time almost given away, and which have since had a considerable rise. For instance, North Dolcoaths, then selling at 2s. or 3s. per share, have since been at 17s. 6d.; Harrietts, then at 3s. or 4s., now ⅝, ⅞, and "in demand;" East Gunnislake, then about 10s., have since been at £3; Lady Berthas, then at about 5s., have recently been at £1, &c. But "there are still as good fish in the sea as ever were caught," and bearing in mind that my friends' interests are my own, my prompt attention to duty may be relied on. I have business in the following, and am prepared with valuable information respecting them:—

East Wheal Lovell.
Great North Laxey.
Great Vor.
East Wheal Vor.
East Caradon.
South Condurrow.
East Carn Brea.
North Treskerby.
Wheal Crebor.
North Dolcoath.
El Chico.
North Frances.
North Basset.

May 12, 1865.

MR. T. ROSEWARNE, 81, OLD BROAD STREET, LONDON, E.C., has FOR SALE:—

Bottle Hill, 13s. 6d.
Bryn Gwiog, £17.
Buller, £62.
Chiverton, £6¼.
Carn Camborne, 35s.
Clifford, £30.
East Carn Brea, £7¼.
East Lovell, £14⅛.
East Gunnislake, 23s. 9d.
East Caradon, £13¼.
East Russell, £3 18s 9d
East Laxey, 35s.
Frank Mills, £7¾.
Gawton, 22s. 6d.
Great North Laxey, £2¾*
Great Busy, £5⅛.
Gt. So. Chiverton, 7s 6d
Great Wheal Vor, £32⅛.
Great North Downs, £3⅞ (5s. call paid).
Great Caradon, 10s.
Great Laxey, £20.
Great So. Tolgus, £2 1 3
Hingston, £3¼.
North Treskerby, £2⅞.
North Downs, 5s.
North Robert, 10s.
North Basset, 25s.
North Roskear, £18.
Rosewarne United, £1⅜.
South Condurrow, £3¾.
Tolvadden, £1⅜.
West Caradon, £11¾.
West Chiverton, £63.
Wheal Rose, £38.
Wheal Crebor, 39s. 6d.

And is a BUYER of—
Great South Chiverton.
Lady Bertha.
East Carn Brea.
Gawton United.
Wheal Edward.
East Rosewarne.

T. Rosewarne is a SELLER, for delivery time on, below present market prices:—
North Shepherds.
Great Busy.
Buller.

May 12, 1865. Bankers: Bank of London.

MR. GEORGE BUDGE, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 18 years), has FOR SALE at nett prices:—10 Quebrada (free), £7 11s. 3d.; 50 North Dolcoath, 9s. 6d.; 4 West Caradon, £11¾; 2 Minera, £295; 100 East Seton, 6s.; 10 Chiverton, £6¼; 20 South Condurrow, £3¼; 35 Lady Bertha, 10s.; 100 Santa Barbara, 14s. 6d.; 75 Vale of Towy, 1s. 10d.; 10 Maudlin; 40 North Basset, 22s. 6d.; 100 Great South Chiverton; 2 Buller, £59; 110 Okel Tor, 21s.; 5 Great Fortune, £5⅛; 50 Wheal Unity, 4s. 6d.; 40 Tolvadden; 85 Illogan, 9s. 6d.; 50 Great North Laxey; 10 North Shepherds; 50 Sithney Metal, £2⅛; 50 Welsh Gold, 12s.; 5 Frank Mills, £7¾; 80 Don Pedro, 9s.; 15 Great Busy; 50 Dale, 6s. 9d.; 50 Frontino and Bolivia; 10 United Mexican, £4½; 50 East Rosewarne; 15 South Lovell; 30 Gawton; 3 South Crofty; 5 Marke Valley, £5⅛; 50 South Grenville; 20 Chiverton Moor; 10 Great South Tolgus; 5 North Roskear, £14⅝; 50 East Grenville, £3¾.

Bankers: Messrs. Glyn, Mills, Currie, and Co.

EAST WHEAL LOVELL.—Mr. PETER WATSON attended the meeting of shareholders on the 7th April. The mine has been officially inspected (for the shareholders) by three of the most respectable, intelligent, and trustworthy tin mine captains in the county of Cornwall, as well as two others, who, being all unbiassed in their judgment, have valued the north lode in the shaft for its length at £140 to £150 per fm. On this reliance can be placed. Good courses of tin will shortly be operated upon, both on this (north lode) and the south lode, which latter, in sinking the shaft, has been valued at £80 to £90 per fm. The Turnpike shaft will shortly be commenced (by a line of flat-rods) and operated on the lode, which has been valued at £20 to £25 per fm., and at a very easy cost for driving.

One of the recent inspectors, on whose judgment reliance can be placed, assured me a few days ago, whilst I was at Helston, "if ever East Wheal Lovell shares were worth £22 each they are now, and more." Another inspector, who is thoroughly acquainted with East Lovell, also assured me "that great profits can be made at a little cost." I, therefore, strongly recommend an immediate purchase of shares at present low prices.

79, Old Broad-street, London, E.C.

EAST WHEAL LOVELL MINE.—Ever since these shares were at £7 and £8 per share, I have weekly recommended a purchase. Considering the great returns of tin now being made, which will be shortly considerably increased from the important discoveries now being made, and monthly profits gradually increased. I again strongly recommend an immediate investment at the present prices of £14 and £16 each, believing as I do that they will not only see as high a figure as they were some months ago—£22 to £23—but that they will soon be considerably beyond that figure. Every information given personally or by letter. PETER WATSON.

79, Old Broad-street, London, E.C.

GREAT NORTH LAXEY (LIMITED).—Mr. PETER WATSON is in a position to give exclusive information as to the real position and prospects of this mine, and at the same time can negociate business in the shares.

79, Old Broad-street, London, E.C.

MR. PETER WATSON is a BUYER or SELLER of SHARES at fair market prices in the FOLLOWING MINES:—

Great Wheal Vor.
East Wheal Lovell.
Lady Bertha.
Tincroft.
Illogan Consols.
Wheal Grylls.
East Wheal Grylls.
Great Wheal Grylls.
Devon Great Consols.
East Caradon.
Clifford Amalgamated.
Wheal Margaret.
West Caradon.
East Carn Brea.
Wheal Arthur.

Shareholders desirous of selling in any of the above, will please state the lowest nett cash price.—79, Old Broad-street, London, E.C.

STOCK AND SHAREDEALER.—Mr. PETER WATSON, ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, 79, OLD BROAD-STREET, LONDON, E.C.

Twenty years' experience.
(Two in Cornwall and Eighteen in London.)
Bankers: The Union Bank of London, and the Alliance Bank.

Every information can be obtained on personal application, or by letter, as to purchases and sales of Mine, Railway, Bank, and other Shares and Stoks, and the best investment for capital.

From the close proximity of his offices to the Stock Exchange, as well as the Mining Exchange, Peter Watson is enabled to act with promptitude on all orders entrusted to him, which at all times are carried out with punctuality.

PETER WATSON'S WEEKLY MINING CIRCULAR AND SHARE LIST, published every Friday, price 6d. each copy, forwarded on application. This Circular contains weekly important information with respect to all the principal Dividend and Progressive Mines in Devon and Cornwall. Annual subscription, £1 1s.; single copy, 6d.

79, Old Broad-street, London, E.C.

MR. HERRON, MINING SHAREDEALER,
2, ADAM'S COURT, OLD BROAD STEET, LONDON, E.C.

MR. EDWARD COOKE, MINING SHAREDEALER, 2, CROWN CHAMBERS, THREADNEEDLE STREET, AND MINING EXCHANGE, LONDON, E.C.

The following mines dealt in at fair market prices nett:—South Darren, East Lovell, North Chiverton, Great North Laxey, Clifford, Frank Mills, Great Laxey, Great Wheal Busy, and Chiverton Moor. These shares are all deserving of especial attention, as from their present price there is not much chance of any decline, but the tendency is decidedly upwards.

May 12, 1865. Bankers: Alliance Bank, Lothbury.

MR. C. POWELL, MINE SHAREDEALER,
78, OLD BROAD STREET, LONDON, E.C.
(Member of the Mining Exchange.)

Mr. Powell begs to inform his friends and the public that he TRANSACTS BUSINESS, as BUYER or SELLER of SHARES in MINES, at close nett prices, either for cash or the fortnightly settlement.

Mr. Powell continues to recommend the Frontino and Bolivia (South American) Gold Mining Company's shares for investment. The immense gold-yielding resources of these mines are being rapidly developed under the superintendence of Capt. W. Goyen (late of the St. John del Rey Company's Mines), whose abilities as a practical gold miner are indisputable. The directors (who hold about one-quarter of the shares) are gentlemen of high standing, and the shares generally are well held.

Mr. Powell is a BUYER or SELLER of these shares, and is prepared to make a close price to parties having business in them, either for cash or the fortnightly settlement.

May 12, 1865. Bankers: City Bank, Finch-lane

GREAT NORTH LAXEY MINE.—FULL PARTICULARS of this IMPORTANT MINE can be OBTAINED from Mr. J. H. MURCHISON, No. 8, AUSTINFRIARS, LONDON. The sett of this mine adjoins that of the Great Laxey Mine, the manager of which states that, in his opinion, nearly all their immense returns for the past 12 months have come from Great North Laxey lode. At Great North Laxey there is a productive lode in the shaft, where it has been worth for upwards of 15 fms. sinking from 1 to 2 tons of lead, while the 60 fathom level south has passed through some good ore ground, the end being now valued at 1 ton of lead per fathom; and a most important improvement has just been reported in a winze recently begun below the 50 fathom level, the lode being worth ½ a ton of lead per fathom, and is likely to be still better. The mine generally improves considerably in depth, and in about a week levels will be commenced at 70 fathoms, probably in a good course of ore. There has been already spent on the mine and plant about £15,000, and the company has a credit balance of about £4500, besides £6250 not called up, making a total of £10,750 available for future expenditure, irrespective of the proceeds from returns of ore. It is probable that with the present balance valuable discoveries will be made. Great Laxey is in 15,000 shares, which are worth about £18 per share, and the mine making large profits, the shares having been only about £5 little more than a year ago. Great North Laxey is in 12,500 shares, and can now be bought at a low price, while the mine is very cheaply worked, under the management of Captain Rowe, of Great Laxey. Mr. Murchison has a limited number of shares for sale.

8, Austinfriars, London, May 13, 1865.

GEORGE RICE, SHAREBROKER, 5, COWPER'S COURT, BIRCHIN LANE, LONDON, (23 years' experience), has SPECIAL BUSINESS, as BUYER or SELLER, for cash or account, in the following mines:—

	Closing prices.		Closing prices.
Clifford Amalgamated	£29⅛–30	Marke Valley	£ 5¼– 5½
East Wheal Lovell..........	13¾–14¼	North Treskerby	2⅝– 2⅞
East Russell	3⅞– 4⅛	Wheal Crebor	37s. – 40s.
East Caradon	13⅛–13⅜	Wheal Grenville	3⅝– 3⅞
East Carn Brea	7 – 7¼	West Chiverton	62 –65
Great Wheal Vor	32 –32¼		

Great complaints having been recently made that certain dealers are advertising prices far different from the real market price, George Rice begs to inform the public that his list of prices, as above, may be relied upon as the fair buying and selling prices at the close of the market.

George Rice is a BUYER for cash of the following shares, or any part, at the highest market price:—

50 Chiverton.
100 East Lovell.
50 East Russell.
100 East Caradon.
100 East Grenville.
100 East Carn Brea.
100 Great Wheal Busy.
60 Great Wheal Vor.
50 Great South Tolgus.
30 Marke Valley.
20 Nangiles.
100 North Treskerby.
50 North Shepherds.
200 Wheal Crebor.
30 St. John del Rey.
100 South Condurrow.
50 Wheal Grenville.
20 West Chiverton.
20 Clifford Amalgamated.
10 Wheal Rose.
10 West Caradon.

SELLER of 50 South Wheal Alfred, and 50 Great Devon, Colcharton (Limited).
Money lent on mining shares.

May 12, 1865. Bankers: Bank of London.

MR. GEORGE BATTERS strongly recommends his friends to buy West Chiverton, Chiverton, Herodsfoot, South Caradon, Devon Great Consols, Great Wheal Vor, Wentworth Consols, and Sithney Wheal Metal for investment. These shares will pay good interest for money at present quotations.

Advertisements have recently been inserted in the columns of the Mining Journal by dealers who, having sold shares for forward delivery, endeavour to frighten timid holders in order to possess themselves of their shares to fulfil their contracts; this system has been adopted particularly against Great Wheal Vor, West Chiverton, and Chiverton shares, and I caution my friends against parting with their property, or giving credence to the unfounded assertions of interested parties.—76, Old Broad-street, London, E.C.

MR. T. P. THOMAS'S NEXT SALE of SHARES, BY PUBLIC AUCTION, will TAKE PLACE, on THURSDAY, May 25, 1865, at Garraway's, Change-alley, Cornhill, at Two o'clock precisely, when amongst others he will offer the following:—

200 Llanberis Slate Company (Limited).
50 Cefn Cilcen Lead.
35 Havan Silver-Lead.
200 Norwegian Copper.
100 Cape Cornwall.
100 Gt. So. Chiverton Lead.
14 Roskearnoweth Copper.
3 Grambler & St. Aubyn Copper.
50 North Minera Lead (£1 paid).
100 North Minera preference (15s. paid).
50 Wheal Hartley.
25 East Grenville.
10 North Shepherds Lead.
50 Lady Bertha.
1 Wheal Seton.

Mr. Thomas requests that parties desirous of putting up shares at this sale will let him have their instructions not later than Thursday, May 18, in order that they may be advertised.—6, New Broad-street, London, E.C.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 6, NEW BROAD STREET, LONDON, E.C.

MR. FRANCIS G. LANE, No. 2, ROYAL EXCHANGE, LONDON, E.C., has the following SHARES FOR SALE, free of commission:—

10 Billins (offer wanted).
50 Cefn Cilcen, 10s. 3d.
50 Carn Camborne, 32s 6d
50 East Jane, 13s.
50 Gt. Dev. & Bedford, 32s
40 Lady Bertha, 12s. 9d.
1 New Seton, £42½.
70 New W. Martha, 22s
5 North Buller.
30 North Jane.
10 New Rosewarne, £8.
15 North Grambler, 10s.
5 North Roskear, £15⅛.
50 North Minera, 5s. 3d.
50 Pennant Slate, 22s. pm.
20 Prosper United, £3 1 3
20 Quebrada (£7 10s. pd.), £5¾.
50 Redmoor, 5s.
50 Santa Barbara, 15s.
25 St. Just United, 25s.
35 South Lovell, £2¾.
75 South Caradon Wheal Hooper, 10s.
50 Vale of Towy, 2s. 3d.
25 West Wh. Vor, 26s. 6d.
50 Wheal Crebor, 38s. 9d.

South Lovell, in 2000 shares.—I again advise the immediate purchase of these shares. The operations of the "bears" have so far succeeded as to cause a decline in the price during the last day or two. In this they have been favoured by a temporary falling off in the value of the lode in the engine-shaft. I would recommend parties to hold on their shares, and those who have purchased at high prices to average by further investment. The district is the richest for tin of any in the county, as a reference to the returns of the different mines will clearly show. The fluctuations in the value of the lodes have been proved to be merely temporary; consequently, those who purchase when the shares are low are sure to make large protfit. East Wheal Lovell shares are £14 to £15. Bankers: London and County Bank.

Established Twelve Years.

INVESTMENTS FOR CAPITAL.
Paying 10 to 20 per annum in dividends.
SHARP'S RAILWAY, BANKING, MINING, AND INVESTMENT CIRCULAR
(Gratis and post free)

Should be CONSULTED by SHAREHOLDERS and the public before INVESTING. It contains reliable information and sound advice to capitalists. Reports on Mines, Railways, Banks, Insurance, Docks, Loans, Gas, Water, and all Financial Companies, Record of Market Prices, and is the only SAFE GUIDE for the investment of capital.

HENRY GOULD SHARP, 32, POULTRY, LONDON, E.C,
Member of the Mining Exchange.—Bankers: London and Westminster, Lothbury.

NOTICE TO SHAREHOLDERS.

HENRY GOULD SHARP,
32, POULTRY, LONDON, E.C.,
is a BUYER of the FOLLOWING SHARES, or any part thereof:—

5 Clifford Amalg., £29¼.
2 Wheal Basset, £93⅛.
250 Great Caradon, 5s.
5 Wheal Rose, £34.
25 East Carn Brea, £6⅞.
10 South Basset, £4.
5 Herodsfoot, £38¼.
2 West Seton, £177⅛.
3 Wheal Buller, £60.
20 East Caradon, £13.
10 Great Laxey, £18¾.
5 West Frances, £13⅛.
5 Trelawny, £19.
2 Wheal Seton, £197⅛.
5 North Roskear, £14.
4 Providence, £31⅛.
10 Cook's Kitchen, £9⅛.
20 Great Vor, £31¾.

Member of the Mining Exchange.—Bankers: London and Westminster, Lothbury.

WILLIAM WARD,
29, THREADNEEDLE STREET, LONDON, E.C.

MR. H. B. RYE has BUSINESS in the FOLLOWING MINES (either as BUYER or SELLER), at a reasonable margin:—

St. Ives Consols.
East Lovell.
Rosewarne United.
Kitty (Lelant).
South Basset.
Tremayne.
New Rosewarne.
Drake Walls.
West Caradon.
Grambler.
East Grambler.
Wheal Jane.
Carn Brea.
Trencrom.
Copper Hill.
Ding Dong.
South Tolgus.
South Frances.
Bryntail.
Camborne Vean.
Gonamena.

Mining Offices, 77, Old Broad-street, London, May 12, 1865.

JOHN RISLEY, 32, LOMBARD STREET, LONDON, E.C. is a BUYER of—

Great Wheal Vor.
Pendeen.
Stray Park.
North Dolcoath.
East Wheal Russell.
Copper Hill.
Wheal Crebor.
Wheal Buller.
West Caradon.
Condurrow.

PROSPER UNITED.—FOR SALE, SIXTY SHARES in these VALUABLE MINES, where an important discovery has just been made. The returns are nearly 400 tons of copper ore and about 10 tons of tin per month.—Address, "H. O.," Mining Journal office, 26, Fleet-street, London, E.C.

THE INVESTMENT AND FINANCE AGENCY have BUSINESS to TRANSACT in the FOLLOWING MINES, for immediate cash settlement or otherwise:—

East Wheal Lovell.
Great North Laxey.
North Wheal Basset.
Rosewarne United.
West Caradon.
Wheal Buller.

Secretary—Mr. Charles Peters.
Bankers—The Agra and Masterman's Bank.
OFFICES,—12, CLEMENT'S LANE, LOMBARD STREET.

WILLIAM BARTLETT,
No. 2, BUCKLERSBURY, LONDON, E.C.
(Member of the Mining Exchange),

Having direct communication with the most experienced captains in Cornwall, is in a position to give disinterested advice as to the best paying investments.

SPECIAL BUSINESS in the FOLLOWING SHARES at fair market prices, and free of commission:—

Trelawny.
Clifford Amalgamated.
Cook's Kitchen.
Cargoll.
Devon Great Consols.
East Basset.
East Caradon.
East Rosewarne.
Frank Mills.
Great Laxey.
Great Wheal Vor.
Herodsfoot.
Marke Valley.
North Treskerby.
Providence.
South Caradon.
St. Day United.
St. Ives Consols.
Tincroft.
West Chiverton.
West Wheal Seton.
Wheal Basset.
Wheal Kitty.
Wheal Mary Ann.
Wheal Seton.
Chiverton.
East Lovell.
Great South Tolgus.
South Tolgus.
South Wheal Frances.
West Caradon.
Wheal Basset and Grylls.
Wheal Margaret.
Bottle Hill.
Bryn Gwiog.
Bryntail.
Camborne Vean and Wh. Frances.
Carn Camborne.
Crane.
Crowan Consols.
East Carn Brea.
East Chiverton.
East Grenville.
East Gunnislake and South Bedford.
East Laxey.
East Providence.
East Treskerby.
East Wheal Grylls.
East Wheal Russell.
Garlidna United.
Grambler and St. Aubyn.
Great Caradon.
Great North Downs.
Great North Laxey.
Great South Chiverton.
Great Wheal Busy.
Great Wheal Fortune.
Grylls Wheal Florence.
Hallenbeagle.
Hingston Down.
Illogan.
Kelly Bray.
Lady Bertha.
Long Rake.
Maudlin.
Mineral Bottom.
Nangiles.
New Wheal Martha.
New Wheal Seton.
North Chiverton.
North Dolcoath.
North Jane.
North Roskear.
North Shepherds.
North Basset.
North Crofty.
Pendeen Consols.
Prince of Wales.
Rosewarne Consols.
Rosewarne United.
Snaefell.
Sithney Metal.
South Caradon Hooper.
South Condurrow.
South Lovell.
South Wheal Crofty.
Stray Park.
Tolvadden.
Vale of Towy.
Wentworth Consols.
West Tolgus.
West Wheal Frances.
Wheal Agar.
Wheal Buller.
Wheal Curtis.
Wheal Crebor.
Wheal Emma.
Wheal Grenville.
Wheal Harriett.
Wheal Ida.
Wheal Ludcott & Wrey.
Wheal Rose.
Wheal Truscott.
Wheal Union.
Wheal Uny.

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Original Correspondence.

MONA, AND ITS MINERAL RESOURCES.

Sir,—The Isle of Man has of late been the favourite field for investment with those capitalists who prefer the uncertainty, the chances of enormous prizes but frequent blanks, which the development of mineral resources always afford. For some time past it has been the fashion for English people to explore every country but their own, of the beauty and characteristics of which they are almost entirely ignorant. If we believe the letters with which the daily papers teem, tourists are abroad exposed to much discomfort and extortion, and therefore to those who have thus suffered I strongly recommend a visit to this island. The passage from Liverpool to Douglas, by the commodious Isle of Man steamboats, only occupies about five hours and a half. Douglas is a prosperous town, containing about 10,000 inhabitants; it is very irregularly built, the streets, both large and small, having apparently got into a tangle, but they contain some well-built houses and amply-stocked shops. The principal defect to this town is the want of proper drainage, which is a standing disgrace to the local authorities, who appear to be as fond of red tape as the officials in our Government offices. One of the peculiarities of legislation here is, that no Bill can be passed in the House of Keys without a majority of 13; so that recently, in the case of an important measure, when only 20 members were present, 12 of whom supported and eight opposed, being one short of the requisite number, the motion fell to the ground. This town offers great advantages to visitors, there being plenty of commodious houses at moderate rentals; the necessaries of life are remarkably cheap: there is good bathing, good fishing, and a fine harbour for yachts, which at high tide contains about 17 ft. of water; plenty of sailing and rowing boats, from the miniature barge, for elderly or timid parties, to the crank light skiff, suitable to those accustomed to the speedy outrigger; easy cars, with shrewd, civil carmen, for those who prefer driving; and picturesque walks, with magnificent views from the surrounding mountains, the ascent of which requires no mean pedestrian abilities. From Douglas to Laxey is about eight miles, over a very hilly but remarkably good road. Laxey is a rising village, principally inhabited by miners, and its importance will always be greatly influenced by the proportionate success of its neighbouring mines. The principal of these is the—

Great Laxey Lead and Copper Mine, whose recent extraordinary discoveries have been the means of inducing enterprising capitalists to start several mines in the district, in the hope of obtaining similar success. Some of these possess good chances, and bid fair to prove great prizes; while others are likely to be mere sinks for the capital of incautious speculators. Of course, in the prospectuses all of these setts contain the Great Laxey lode, the accommodating nature of which must be a source of great surprise to all visitors to this neighbourhood, and of intense gratitude to the promoters of the various companies. Great Laxey is situated in a picturesque glen, about half a mile from the village. The workings are of unusual extent, and are at present about 212 fms. deep. The returns of ore are immense, and I understand that the reserves are estimated at a quarter of a million. This mine gives employment to about 600 men, and its prosperity is, therefore, a matter of vital importance to Laxey. The machinery, which is almost entirely worked by water-power, is in itself well worth a visit, and is perhaps the finest in the world. There are six water-wheels, one of which, 72 ft. in diameter, is the principal object of interest to the casual visitor, and all are in a state of thorough efficiency. There are very extensive dressing-floors, where the ore is crushed, cleaned, and prepared for market; the machinery employed is very perfect, and the process highly interesting. The prosperous condition of this mine reflects the highest credit upon the management of Capt. Richard Rowe, and the company is fortunate in possessing the services of so skilful and energetic a manager. Such satisfactory results can only be obtained by means of considerable combined theoretical and practical experience. The miners appear to be a steady, industrious, temperate set of men, many, in fact, being total abstainers.

The principal mines in the neighbourhood of Great Laxey are Great North Laxey, Reinnie Laxey, East Laxey, and East Snaefell. There are several other setts being tried, which have not yet been formed into public companies. Great North Laxey and Reinnie Laxey are provided with machinery, but upon the others there is none erected.

Great North Laxey is at the bottom of a glen, between two high mountains, so that when the levels are further extended they will be a very considerable depth from surface. The shaft is now sunk 70 fms. from surface. The appearance of the lode in the 50 and 60 fm. levels is very kindly, being about 4 ft. wide, containing two ribs of solid lead about 3 in. thick, and it improves in depth. I think that when they have sunk another 10 fms., and proved this lode in depth, it will be found very rich, and amply repay the shareholders for their outlay and perseverance. There is efficient machinery of ample power to prove the mine.

Reinnie Laxey is in one of the prettiest glens in this island, and possesses unusually good chances for speedily becoming a very valuable property. The sett is extensive, and literally a network of lodes; it is supposed to contain the principal Great Laxey lode, which is intersected by four large and several minor lodes. At a short distance from the shaft two strong promising lodes will meet, and form a junction with the main lode, a point which is regarded with the greatest interest by the agents of the mine. Good stones of ore have been taken from lodes running inland from the shore, which will intersect the main lode, and upon the strongest of these Captain Rowe intends driving towards the shaft. From its favourable position the principal points in this mine can be proved at small expense, and I think that the shares will before long command a very much higher market value.

In the neighbourhood of Douglas several setts are being tried, one at Great Onchan and two at Douglas Head, but at present they are only in their infancy. The most advanced is the—

Baldwin Lead Mine, which is about four miles from Douglas. A shaft has already been sunk 17 fms. upon a very promising lode, and another shaft is now being rapidly sunk to prove the main or east and west lode, where there are great chances of meeting with large deposits of ore. From Douglas to Foxdale is about seven miles, and over a very heavy road. The principal mines in this district are worked by the

Isle of Man Mining Company, whose sett once comprised all the island but the Laxey district, and is now of very considerable extent, as may be imagined from the fact that six separate and distinct mines have been, or are now, working upon the course of the champion lode, from which immense quantities of very valuable ore have been, and are still being, raised. The name of these mines are Beckwith Mine, Cross's Mine, Dixon's Mine, Old Foxdale, Hodgson's Mine, and East Foxdale Mine. The water-power being insufficient to prosecute the deep workings of these mines, they have been compelled to have recourse to steam, and have erected at great expense some magnificent machinery. Owing to the courtesy of the manager, Captain J. L. Thomas, to whom I return my sincere thanks, for in this case I was unprovided with an inspecting order, I was enabled to go underground in the Old Foxdale Mine, and thoroughly examine the various workings. I was much pleased with the vigorous manner in which the mine is now being worked, and surprised at the enormous extent of reserves. If managers generally were to imitate Captain J. L. Thomas's example, and persist in accumulating proportionate reserves of ore, we should not have such frequent cases of mines being suddenly transferred from the dividend to the calling list. The ground in some parts of the mine is soft, and consequently very easy to work, but requiring a great deal of timber to make it safe; but in others it is very hard and difficult to work, which is, however, counterbalanced by the superior richness of the ore for silver. Cartage is a very heavy item in the expenses of these mines, the carriage to or from Douglas being 5s. a ton. Great credit is due to the manager and agents under him for the able manner in which all difficulties have been overcome, and a permanent dividend property established. I may here remark that this company is under the direction of Messrs. John Taylor and Sons, of London, which is a sufficient guarantee that the mines will be worked in a fair, vigorous, and efficient manner. These mines give employment to about 500 men.

South Foxdale Mine is about three miles from Castletown, which was formerly the seat of Government in this island, but whose glory has since departed to Douglas. It is a quiet, straggling town, and appears at this season of the year to be in a state of stagnation. The scenery is, however, delightful. South Foxdale possesses several important features, and there are many points which should be vigorously worked, either of which, if successful, would stamp this as a valuable property. Capt. Grose is evidently a clever practical miner, and has great faith in the mine ultimately proving very productive, but in my opinion the directors are not giving him a fair chance, and are risking a valuable property from want of a liberal but comparatively small outlay. The expedients used to reduce the monthly cost contrast very unfavourably with the liberal system at Foxdale, and I think that if the directors were to visit the mine they would be unanimously in favour of a more vigorous style of working. The number of men employed should be greatly increased, and the adit driven as speedily as possible to intersect the great east and west lode, a discovery at which point would greatly enhance the market value of the shares. The manager is very sanguine that in a few fathoms they will get a rich discovery in the shaft, which would materially lighten the cost. A nice parcel of ore was ready for market, and if the principal points are fairly tried I think that South Foxdale will soon become a dividend property.

Union Lead Mine is in the Foxdale district, upon the same lodes, and is a very promising speculation. An adit has been driven upwards of 150 fms. to prove the various lodes, upon the most promising of which a shaft is now being sunk. It is a very large sett, extending for upwards of four miles upon the course of the principal Foxdale lode, which has already proved so productive to the Isle of Man Company.

Faulder's Side Slate Quarry, near Glen Rushen, is romantically situated on a steep mountain. The slate crops out at surface, and appears to improve in quality in depth. The works are vigorously prosecuted, and the quarry appears likely to prove valuable, although practical authorities are of opinion that slate quarries will never prove very remunerative in this island.

Glenmay Silver-Lead Mining Company is in a picturesque valley, or glen, within about three miles of the celebrated Foxdale Mines. The sett contains several east and west lodes, which run parallel to the champion lode in Foxdale, on the main vein of the island. There are several caunter lodes, and the best authorities in this district are of opinion that when they are intersected by the main lodes immense deposits of ore will be discovered. At present the workings have been principally confined to the shallow levels, but it is the unanimous opinion of all practical men that the lode will materially increase in productiveness at a greater depth. The ore raised is of a very promising character, and there are unusual facilities for dressing it and conveying it to the port of shipment. It is anticipated that the shares in this adventure will shortly command much higher prices. At present they are largely held by parties residing in Belfast, and the remainder by practical miners of great local experience, which is a healthy sign of the intrinsic worth of the undertaking. In a similar manner to the Great Laxey Mine, these workings can be prosecuted to any depth by water-power alone, which will enable all the ore to be raised at a trifling expense. The beauty and extent of the various views from the surrounding hills in this district will greatly interest the tourist.

There are several setts being tried between Peel and Ramsay, of which I hear flatterng accounts; but while they have undoubtedly good chances of success, some time must elapse before they become profitable. I think, however, that in a few years some important discoveries will be made, and this part of the island become a favourite and profitable field for mining operations.

The Manx men have a strong predilection for fishing, which they prefer to mining or agricultural pursuits. They are generally a hard-working, temperate, and thrifty race. The Forbes Mackenzie Act is in operation throughout the island, and in consequence of the public-houses being closed at 11 o'clock on week-days, and from 10 o'clock on Saturday until 7 o'clock on Monday morning, there is but little display of drunkeness in the streets. This Act does not interfere with the comfort of the visitor, but is oppressive to the inhabitants. The clergy appear to be all powerful, and are very jealous of their prerogative; but I do not think that the spiritual condition of the people would be prejudiced if they were to be more liberal, both in their principles and their labours. To all those who have not yet determined where to spend the summer vacation I strongly recommend a visit to the Isle of Man. The air is bracing, and the people civil and obliging, while the scale of charges at the principal hotels is about one-third less than at a second-rate hotel in the metropolis, and the accommodation unrivalled. The houses are principally built of stone, of which there is a plentiful supply; and this, combined with the stone hedges, presents at first a cold appearance to the stranger. Most of the hedges, however, are topped with gorse, which is now in full bloom, and produces a gorgeous effect, while violets and primroses luxuriate in thousands. The island abounds in mineral, which principally appears in profitable quantities at a depth of 50 or 60 fms., so that in a few years I anticipate that the list of dividend mines will be strongly recruited from the various companies recently started. The mountainous character of the country affords unusual advantages for proving the various lodes discovered, at a trifling expense. There is generally a very liberal supply of water-power, labour is cheap, and, in fact, there are few fields which offer greater inducements to the capitalist for the development of mineral resources than the Isle of Man.

City, May 10. A Mining Tourist.

DETECTION OF FIRE-DAMP IN COAL MINES.

Sir,—I was much surprised at some of Mr. Ansell's statements, in reply to "J. A. D.," and noticing in the same Journal that both Mr. Ansell's and Mr. Wilkinson's apparatus could be seen at the West London Working Classes' Industrial Exhibition, I took the first opportunity to examine the inventions, and they are certainly both extremely ingenious, and reflect the highest credit upon the gentlemen who have contrived them. Mr. Ansell's may suffer somewhat by being placed side by side with Mr. Wilkinson's; yet, if both be proved to act equally well, I do not see that there would be anything greatly to object to in it; although I should judge that Mr. Ansell's arrangement would be perhaps rather more expensive than the other, unless he proposes some cheaper form than that shown. Again, if Mr. Ansell can construct, as he promises, an instrument which can be carried in the waistcoat-pocket, and will infallibly indicate the percentage of fire-damp present, it would give him an advantage which I should think the other invention could never aspire to.

But there are some points connected with Mr. Ansell's letter and with his invention which it is certainly desirable, with his longer experience of the matter, he should explain. In the first place he states that the barometer indicates the total height of the column of the atmosphere, consequently its actual weight, and the variations in that weight, but that it will not indicate the density of a particular atmosphere. Now, if Mr. Ansell will point to a case in which this has been proved, I will accept his assertion as accurate, but I think he has made the assertion in a moment of enthusiasm concerning his own invention, and will be glad of the opportunity to withdraw it. I believe that, fortunately for Mr. Ansell, his view is incorrect; had it not been so, his invention would have been altogether worthless in the several instruments wherein he uses mercury. The cause of the mercury indicating in Mr. Ansell's arrangement is precisely the same as in that of Mr. Elie de Beaumont; at least that is my opinion, and I shall endeavour to convince Mr. Ansell that it is a correct one.

Mr. Ansell makes the astounding assertion that "mine gas, or as it is usually called fire-damp, is lighter than air, bulk for bulk; but then it accumulates in the pit, and is bounded by a wall of the atmosphere—just as steam is bounded by the walls of a boiler—forming, practically, a part of the atmospheric column; hence, although lighter, it exerts the same pressure on a given surface." Now, as to the theoretical accuracy of this statement I can say nothing, but, practically, it is not true, as is proved by the well-known fact that in a mine gallery the fire-damp is not all driven to the end, but that we can often crawl through a fiery level with the mouth and nostrils near the ground, when the upper part of the level is so foul that it would be dangerous to raise the head. Perhaps Mr. Ansell will be kind enough to place a barometer in (say) a tall glass shade, open at the bottom, and (after noting the number of inches registered when the internal and external air are similar) carefully force in fire-damp or coal-gas (which, for the purpose of experiment, will answer the purpose equally well), so as to permit the atmosphere to form "a wall," and thus keep up the pressure. If he can displace the atmospheric air without changing the indication of the barometer, I will admit that I am answered, and that his invention is the most valuable that has ever been made; and I will further use my best endeavours to get it adopted, upon his answering only one other objection.

Upon bringing one of Mr. Ansell's balls from an ordinary atmosphere into an atmosphere charged with fire-damp, I find that it indicates with marvellous rapidity, and an infinitesimal quantity of the dangerous gas appears to give a good visible indication, which, by a very simple arrangement, can be made to give an audible signal. So far the discovery is admirable. But, unfortunately, there seems to be a defect which would deprive it of all its utility—I fear the indicator does not return to *zero*. If the foul gas be allowed to gradually purify, as it would do in a mine, the pointer stops before it reaches its normal position, whilst if the foul air be rapidly withdrawn the pointer is given an impetus which causes it to pass *zero* and stop on the wrong side. Now, although this may appear a defect that can be easily remedied, I fear it is fatal; for it seems to prove that the mixture of the gases is not a simple mechanical mixture, but a chemical combination, at least to some extent. If this be so, I think that Mr. Ansell will admit that after being for a few hours in the presence of fire-damp his apparatus will cease to indicate, and that the ball would have to be brought out of the mine to be re-filled with atmospheric air. These are little points which I am sure Mr. Ansell will be as glad to explain as I shall be to read the explanation; and they are, doubtless, points which must be answered if Mr. Ansell wishes that experienced men in the mines, as well as those out of them, shall be unable to point out any probable source of failure or trouble.—*May* 8. E. D. H.

ON SLATE QUARRIES, AND SLATE COMPANIES.

Sir,—I have read with interest the discussion in recent pages of the Journal as to the cost of slate quarry management. There is much truth in the complaints against slate companies with costly staffs of well-paid officials, who have little or nothing to do. This is one branch of what may be termed systematic picking the pockets of such of the public who are tempted by the great profits made by really good quarries, honestly managed, to join worthless concerns, where they are merely fleeced and swindled.

But, as the shrewd Roman poet truly says, those who mistake the reverse of wrong for right are the reverse of wise. The cost of management must bear due proportion to the work done. Where skill and zealous industry are essential to secure the best returns from a large outlay, it is a fatal error to fancy there is any economy in dispensing with, or in not paying sufficiently, men every way well up to the work they undertake. All our best and shrewdest men of business, in every branch of manufacture, well know they cannot afford to lose in a hundred ways they can never know or prevent, for the want of honest and efficient management. Therefore, without over-paying those they employ, they never stint the outlay absolutely needful to secure the essential skill and character. And it is clear that in mining and quarrying, when the payments for wages and stores are large, constant supervision is needed, to prevent much loss from waste and peculation.

Therefore, many mines have suffered by giving their captains salaries so insufficient for men of ability, that it a custom for one man to manage many concerns, often at some distance apart, one of which would have required his undivided care, to do full justice to the mine and adventurers. In business, as in engineering, it is a fatal mistake not properly to apportion the strength of materials—mental as well as bodily—to the work they have to perform. But this is no excuse for the shameful fraud of saddling insolvent quarries with heaps of officials, well paid for helping one another to do nothing.

Let me notice, in conclusion, the warning of "Caution" against worthless slate quarries—a warning much needed. But he is wrong in saying all the paying slate veins are secured and worked along their entire course, nor does he comprehend the real difference between bastard rock and slate. He also errs in supposing large quantities of unsaleable slate are made and stacked on the quarry floors or quays. There is yet room to open and put in work good quarries, on regular veins, if the ground be chosen by those who understand slate. Again, what may be termed the "swindling quarries" generally produce little or no slate. Nor is bastard rock by nature more perishable than slate. As I have shown in my pamphlet, the proportion of oxides in the metal is the cause of slates rotting, or perishing, by exposure to weather. In this respect bastard rock, properly so called, resembles slate in general appearance, but from want of lamination and grain cannot be worked: though even amongst bastard, out of much waste, something like a decent slate may perchance be picked here and there. Of course, a judge can never mistake between the good and worthless in a pile of slate, or a working face of rock. And even a novice may notice if slates are clean and sharp at the edges—well squared, thin, and straight—even in size, and not broken or shattered. When he sees such in sizes at and above 20 in. by 10 in. each, he may be pretty sure such slate can be sold in the present state of the market.

But it will require a man who knows something of slate to decide whether the quarry can yield a sufficient quantity of such slate on terms that will return a profit on the outlay. "A Man of Experience."

HOW SOME SLATE QUARRIES ARE MANAGED.

Sir,—The management of the Quellyn Slate Quarry, as appears by the letter of one who is officially connected therewith, and signed "A Secretary," which appeared in last week's Journal, is so startling as to its economy that I am much tempted to ask "A Secretary" whether the said manager and secretary are not large shareholders in the concern, and whether the dividends correspond with the said economy? Only fancy, 37*l*. 10*s*. to the manager for a twelve months' service! What practical and experienced quarryman would undertake such an important office for the above paltry sum? Either quarrymen must be more plentiful in the famous (?) Bettws than in any other quarry district in Carnarvonshire, or the manager must be connected with other undertakings in the district, and consequently does not and cannot devote much time to this, which, perhaps, in the long run will prove worse than paying a proper sum to an experienced manager for devoting his whole time to this one quarry. Besides, a quarryman ought to get at least from 18*s*. to 20*s*. a week, much more a manager, else he will soon be reduced to short rations, especially in the district where the quarry is situated. As a rule, quarrymen at present are very scarce, as witness at the Cwm Eigia Quarry, where most of the quarrymen are of the Bethesda district, a distance of at least six miles, so that it is very improbable that quarrymen would stop in the Quellyn Quarry, even at the manager's salary of 37*l*. 10*s*., when they could easily obtain, at least in other districts, from 50*l*. to 60*l*. The same remark equally applies to the item, secretary, &c., 40*l*. But that some quarries are extravagantly managed, as stated by "Pioneer," is an undeniable fact; and I fully agree with your correspondents on this subject, that it is high time for shareholders to look to their interest in this matter. Capitalists before speculating in slate quarries, which are put forward with the most encouraging (yea, tempting) prospectuses, directors, engineers, brokers, &c., would do well to consult a disinterested quarryman in the district of the quarry on its merits and prospects, and not to rely too much on the reports of geological inspectors, and such like (which invariably accompany the prospectus), who are engaged for the purpose by the vendors; and also not to invest, except in a proved quarrying district. A very proper remark on this subject was made by "Quarry Manager" in his letter on "Quarries and Quarrying," by S. Jenkins, when he asks—What effect can the opening of a slate vein, about 25 yards wide, have on quarrying, &c., in a district like Llwyngwril, when such veins as the Waen Lydau in the Llanllechid Mountain is left unwrought? Besides, there are several other veins in this mountain, varying from 200 to 500 yards in width, and are not surpassed by any in Wales in every respect, and yet I say capitalists close their eyes to these facts. Here is a district unequalled by any in the world for its slate veins; but, strange to say, is passed over by investors, who are deluded to invest their money in worthless localities, the consequence of which may be the winding-up of their affairs in Chancery, and thus many are totally ruined, instead of receiving on their outlay handsome dividends. A Quarryman.

Beaumaris, May 4.

THE METALLIFEROUS MINES BILL.

Sir,—Being a miner, and, therefore, one of the class that Lord Kinnaird in his Bill professes to protect, perhaps you will allow me to make a few remarks on the subject. Much has already been said of the injurious effect the passing of his lordship's bill will have on the mine owners and managers, which, I am sorry to say, if allowed to pass into law will prove too true, but as yet nothing has appeared to show the calamitous effect it will have on the poor working miners. That the operations of the greater portion of the 300 progressive mines marked in the Journal will be suspended to me is quite evident, because gentlemen who are now speculating in those mines would rather employ their superfluous capital in one of a thousand other ways, and, perhaps, in any other country, than submit to the dictations of those *fossil* and *model fanciers* from the Royal School of Mines, or counter-hoppers, barber's clerks, or anyone else, save the ones they may choose to appoint. The winding-up of those 300 progressive mines will be the means of turning thousands of poor miners that can do nothing else out of employ. How, then, are they and their families to be maintained? Miners are so plentiful now that they are obliged to work for from 3*l*. to 4*l*. per month, which his lordship must admit is quite little enough for the support of himself, his wife, and six or seven children; but if those 300 mines are wound-up, miners will be so plentiful that they will catch at 30*s*. per month, and thousands of men be then wandering the country, seeking some means of obtaining a bit of bread by which they can keep body and soul together. The fact is, it will be the first step towards riots, robberies, murders, and other vicious practices, which will be resorted to in order to obtain a morsel rather than starve. The inhabitants of Devon and Cornwall will be in a worse plight than the cotton operatives were by means of the American war. If his lordship could excogitate some means to raise the poor miners' wages to 6*l*. per month instead of reducing it to 30*s*., I am sure miners would appreciate his services as a boon; but this bill will be a decided curse to poor miners, and detrimental to all systematic mining.

Many of those progressive mines are selling large quantities of ore, but not enough to pay cost, or to place them in the Dividend List; and these mines might, with as little expense as possible, continue to work for years to come, in the hope of getting better some day, if they are not interfered with by this bill, and give employment to thousands of miners; but if they have to lay out any extra money in unnecessary fixings, &c., they (the mines) will be suspended at once. In this case H.R.H. the Prince of Wales, as Duke of Cornwall, will come a long way short of his 60,000*l*. per annum from the Duchy of Cornwall. I hope, therefore, his agents will interfere in this matter, and try to get the measure withdrawn.

It is very clear to me that "M. D." knows nothing of mining, or he would not have picked out three managers, and placed them above all others, merely because they were so fortunate as to be managers of a good mine each. I have worked under one or more of the same managers, and in different mines under their superintendence, and it so happened that in two of the places the air was so foul that the candle would not burn unless it lied flat on its side. I have no doubt that it injured me, but if I did not work there I could not work anywhere else, employment at that time being so very scarce. "M. D." appears to be a very conscientious and liberal-minded gentleman, and, doubtless, is a believer in the doctrine of restitution; if so, perhaps he would have no objection to remit me a trifle of the dividends he has received, which, according to his account, was blood money, or money obtained by the systematic suffocation of me, as I have worked in those great dividend mines in foul air. If he will make amends in any other way I shall feel also much obliged, and be glad to become his humble servant in some other capacity than working miner.

Many poor miners have not the means to get a newspaper, so as to see this bill, and others could not read it if they had; therefore, I hope the mine agents will bestir themselves before it be too late. I hope they will call a meeting of each mine, or mining district, and explain the whole matter to them (the miners), so that the bill may be objected to in a systematic manner.

I could not help admiring a sentence in the letter of "Inventor" (Tavistock), where he, very innocently I have no doubt, says if all the mines were to use his skip for all the miners to go up and down in, there would be less accidents by *falling out of the ladders*—a rich speech. A great pity if the bill do not pass, that he may get sale for his skip, such a wonderful invention!—*Gunnislake, May* 8. Miner.

THE EAST CARADON MINE—Capt. SECCOMBE AND Mr. CUNNINGHAM.

Sir,—It cannot fail to be more than satisfactory to all *bona fide* shareholders in this mine to find that the statements made at the recent general meeting, by those who, obviously enough, have an object other than the interest of their fellow-shareholders, have been so unanswerably combatted by a narration of facts before which bold assertions must wane away. Now, Mr. Cunningham, it appears, finding his essay at circular writing non-effective, has made a second attempt, wherein he makes an assertion, which he signally failed to support when a most excellent opportunity is afforded him—"That he does not believe the mine to be worth 5*l*. per share." If Mr. Cunningham were a man of works instead of words, and really believed in the tangibility of this statement, he would have very gladly availed himself of a chance to practically support his assertion. But what does Mr. Cunningham do when a public offer is made to give him 11*l*. per share for 100 shares, to be delivered at the end of September? Why, Mr. Cunningham ignores his own statement, by refusing the offer.

Replying to this second circular, Capt. Seccombe (who, it appears, is the largest shareholder) adduces facts which altogether negative every statement Mr. Cunningham has put forth, for reasons best known to himself. For instance, Mr. Cunningham states that during the first three months of the present year the average expenditure on tut-work operations (or, in other words, in the fair development of the mine) did not exceed 125*l*. per month, the object of such a statement being, of course, to throw doubt upon the legitimate and true miner-like way in which this property is being developed. But in the face of this assertion what is the fact? Why, that in the fair development of the mine the expenditure during the three months above referred to was nearly double the amount stated by Mr. Cunningham, for instead of it having been 125*l*. it averaged more than 300*l*. per month, and which expenditure is fully accounted for by the fact (according to Capt. Seccombe's testimony) that considerably more than one-third of the whole number of miners and underground men are employed in its development.

It further appears that Mr. Cunningham, at the general meeting held in October last, urged that the committee ought not to pay a dividend, but since that period there has been divided among the shareholders no less than 11,000! From a course of conduct similar to that pursued by Mr. Cunningham one of two things must, of necessity, be inferred—either that he has a direct object in depressing the market value of the shares, or that he has, perhaps, some personal reason in putting himself to considerable expense and trouble in annoying the executive; for if the shares, as he states, are not worth more than 5*l*. per share, in the name of common sense why does he continue to be a shareholder when he could at once dispose of his shares at something like 12*l*. each? Cannot the old truism be here brought to bear?—"Acts speak louder than words."

Salisbury, May 10. A Shareholder.

The Silver Mines of Sonora.—Catlin, the American ethnographist, who has recently returned from the mountains of New Mexico and Sonora, says that there is silver enough at the base of the Sierras Verde and Tepehuan, in the province of Sonora, for all the silver coinage and silver chasing of the civilised world, and that those mines belong to his old friends the Apachee Indians, whose titles have never yet been extinguished; that at the time of Count Boulbon's attempt to get possession of them with his filibusters, the chiefs of the Apachees had ready 5000 warriors, well mounted and well armed, to have overthrown Count Boulbon and his party, had they not been defeated by the Mexicans. He says the right way for any Government to get possession of these mines would be to treat fairly with those poor people for them.

The silver ore brought by the South American Mail packets from Brazil, and landed at Southampton, is now conveyed to Wales to be smelted, by railway, instead of being sent by ship round the Land's-end, in order to save the insurance and delay by the latter route.

The beautiful bronze-like colour of new copper coin is produced by drawing the heated sheet copper through cisterns of urine, which, by chemical action, takes off the dark charred film arising form oxydization which covers each sheet of heated copper.

Captain Congalton's Patent Sails.—The specification of this invention, recently filed by Mr. Henry, patent agent, Fleet-street, relates to a new mode of fitting sails, in which tubes or other spars or intermediate yards are attached to the afterside of the sails, so as to extend across them at intervals between the upper and lower edges horizontally, and are also attached to the masts by suitable mechanical contrivances, but preferably by trusses or bows and parrels, such parrels being free to turn on and travel up and down the masts, so that the sail may turn or work thereon, as on a centre or axis. Sometimes an auxiliary mast is used at the front of the principal mast, the parrels being fitted on such auxiliary mast in like manner,

Meetings of Public Companies.

FRANK MILLS SILVER-LEAD MINING COMPANY.

The quarterly meeting of shareholders was held on Tuesday, at the Teign Inn, about two miles from the mine. The chair was taken by Mr. W. T. SMITH, and there were also present Messrs. T. Glover, W. Crowson, C. Macfie, J. O. Harris, O. Aves, F. Barker, E. Cooke, J. T. Fisher, C. Wardroper, R. C. Johnson, C. Wescomb, and Capts. Nicholls and Cornish.

The PURSER (Mr. C. Wescomb) read the report of the committee and a statement of assets and liabilities, as follows:—

Balance, reserved fund	£2138 17 9		
75 tons of lead ready for market	1200 0 0	=	£3338 17 9
Cost payable May 13	£830 0 0		
Ditto (estimated) June 11	870 0 0	=	£1700 0 0
Nett assets (in addition to ore not cleaned)			£1638 17 9

Mr. COOKE remarked that it would be fairer if the returns were estimated as well as the probable cost in making out the list of assets and liabilities.——Mr. WESCOMB said no doubt that would show better for the mine; but it was desired to state the position they were in if the works were stopped next Saturday. Again, nothing had been said about the halvans or ore underground.——The CHAIRMAN added that they were gradually shortening the time for sampling. The committee particularly desired not to make the accounts appear better than they were.

Mr. JOHNSON remarked that the February cost-sheet went up to March 11, so that their position was really better by 300*l*. than it was shown to be.

Capt. NICHOLLS (the chief agent) then produced the report, as follows:—

May 9.—Since the last general meeting we have sent down and fixed the plunger-lift at the 115, with rods and everything complete, we are, therefore, now ready to commence sinking as soon as practicable. The 115 north, on the west lode, has been extended about 12 fms.; the west part of the lode, which has been carried about 4 ft., has yielded from 4 cwt. to 10 cwt of lead ore per fm., or an average value of 8*l*. per fm., at an average cost for driving of 3*l*. 16*s*. per fm. Our progress here would have been greater but for the men (the shaftmen) having been engaged about the pitwork alluded to. We have a rise going up in the back of this level (now up about 3½ fms.) which is laying open tribute ground that will all come away. The winze, coming down against in the bottom of the 100, is sunk 9½ fms., thus leaving about 1 fm. more to communicate and thoroughly ventilated the bottom level. The 115 north, on the east lode, has been extended about 9 fms., the whole of which drivage has opened out ground that will work at a high tribute; the end is now poor, and being short of men to work more important places, it is at present suspended. The 100 north, on the west lode, has been extended about 14 fms., the lode averaging 3 ft. wide, and yielding 7 cwts., or an average value of 8*l*. per fm., at an average cost for driving of 3*l*. 5*s*. per fm.; this end has now been extended 90 fms. north from engine-shaft, the whole of which drivage has gone through a continuous productive lode, averaging from 8 cwts. to 10 cwts. of lead ore per fm. We have two stopes working in the back of this level, yielding respectively 15 cwts. or 17*l*. per fm., and ½ ton or 12*l*. per fm., and stoping at 21*s*. and 22*s*. per fm. According to the underlay of the lode in these stopes, we think it will go up to the west of the 84 fm. level. We have, therefore, now a cross-cut going out to intersect it at this level. The lode, in the northernmost wide stope, in the back of the 45, is yielding 2 tons, or worth 32*l*. per fm., on an average for the width of lode. The lode in the stope adjoining to the south is also yielding 2 tons, or worth 32*l*. per fm. The former stoping at 22*s*. and the latter at 21*s*. per fm., the both of which are looking quite as promising going up as at any former period. Our tribute department consists of 10 pitches, working by 21 men, at tributes averaging 3*l*. 5*s*. per fm. The prospects throughout the mine continue good, but we regret to say during the past few weeks the air has been unusually bad, which has somewhat impeded our progress; however, Lord Exmouth has now kindly given permission to sink an air shaft at the north part of the mine, which we hope to get through to the 45 in about three months; this will properly ventilate the mine. Since sampling on April 20 last we have dressed 55 tons of lead, and if the foulness of the air does not prevent our operations being properly carried on, we hope to make the same amount of profit for the present as for the past quarter.—J. P. NICHOLLS, J. CORNISH, R. ANDREW.

In answer to a question, Capt. NICHOLLS said he was ready to begin to sink the shaft as soon as he could get men.

Mr. WESCOMB said he must be permitted to point out the very important fact that in driving out the 100, and going up 4 fathoms, it had been found that they were pursuing a lode which had not been seen in the 84, but by driving a cross-cut from the 84 it would soon be reached.——Capt. NICHOLLS said they were undoubtedly close upon that lode.

In reply to a question, the PURSER said an air-shaft was being made into the 45 north, and by means of winzes could be continued to any depth. The mine would then be thoroughly ventilated.——The CHAIRMAN said he was informed Capt. Hancock had been employed by Mr. Cooke to inspect the mine on the previous day; and he would ask him, if Mr. Cooke had no objection, whether he could confirm Capt. Nicholls's report?

Mr. COOKE had no objection. He knew Capt. Hancock's statement would be favourable, and he might add that Capt. Hancock ought to be an authority, having been connected all his lifetime with some of the best lead mines in Cornwall. Frank Mills Mine was, in some respects, a peculiar one, but Capt. Hancock was as capable of judging of it as any one.——Capt. HANCOCK quite agreed with what had been stated in Capt. Nicholls's report, and he did not know that in the one he himself now had in preparation he could add anything more, or state anything less. The position of the mine in the 100 and the 115 was, on the whole, better than one could expect from the levels above. Another important point to which his attention had been drawn was the direction of two lodes, which would form a junction about 20 fms. deeper. This was an important matter for the shareholders to watch. The whole stratification was very favourable, and the improvement of the stratification at the 100 and 115 gave the prospect of a still better lode than they now had at the 130. As regarded the working, no miner or mine agent could find fault with it in any shape or form.

The CHAIRMAN said they were much obliged to Capt. Hancock for his remarks, and the confirmation of their own agents' report by one so competent was most satisfactory. He was pleased to hear him say the mine was being worked fairly, and this confirmed the confidence the committee had in their own agents.

Mr. SMITH then moved that the report and accounts be adopted, which was seconded by the Rev. C. WARDROPER, and carried *nem dis.*——On the motion of Mr. T. GLOVER, seconded by Mr. J. T. FISHER, a dividend of 7*s*. per share was declared.

Mr. COOKE said himself and others had been struck by the fact that Capt. Nicholls's reports were somewhat meagre as compared with the returns made. The impression given was that they were not opening up as much as they took away.——Captain NICHOLLS said he could not report more fully, the 80 fm. level not having been driven over the 100. He reported once a week, and took the average from the workings. His object was to report as truthfully as possible: he did not think it was any benefit to the mine to colour the reports.——Mr. COOKE only wished to remark that the reports were too modest. He knew Capt. Nicholls was a pattern mine agent, and that his returns were more than equal to his reports. It was a matter of great confidence to know that he was not taking away as much as he was discovering. He knew enough of mining to be aware that when they got better air their workings would be increased largely.

The PURSER said it was much better to keep down the reports, and he could say of Capt. Nicholls that he never promised them 100*l*. and gave them 99*l*.——The CHAIRMAN said the committee were always pleased to have enquiries made, and were most anxious to give the fullest information on the accounts or mine. If this plan was always adopted there would be a great deal more confidence in the mining world.——Mr. OWEN AVES suggested that in future reports the number of fathoms driven should be stated, as well as the expense of working and the returns.——Mr. WESCOMB said the agent might also state, as had been done before, the number of hands employed.——Capt. NICHOLLS replied that there would be no difficulty in stating these particulars.——Mr. COOKE observed that it could not be too well known that they continued the exploring of new ground, and did not confine the working merely to the profitable ground.

The committee were re-elected on the motion of the Rev. C. WARDROPER, seconded by Mr. COOKE; and the meeting concluded with a vote of thanks to the Chairman.

GREAT DARREN MINING COMPANY.

A general meeting of shareholders was held at the London Tavern, on Thursday, Mr. CARTTAR (Coroner for Kent) in the chair.

Mr. T. SPARGO (the manager) having read the notice convening the meeting, a statement of accounts was submitted, made up to the end of March, which showed a credit balance of 100*l*.

The report of the agent was read, as follows:—

May 9.—For the information of the general meeting, I beg to state that since the last meeting of the company we have driven the 15 west 20 fms., making a drivage altogether from the shaft in this direction of about 27 fms. We have opened out the lode for 15 fms. in length, and 7 fms. of this has been stoped up to communicate with an excavation made in the bottom of the 10, and all the ground has been taken away (at this point) between the two levels. The average production of ore from this piece of ground has been about 7 cwts. per fm. Another stope has been opened to the west of the former, for about 6 fms. in length, and producing on an average about 5 cwts. of lead ore per fm. The drivage west beyond the last-named stope has been rather unproductive. At the present end, fearing we might have missed any portion of the lode, we have driven a cross-cut south 2 fms., but with no other result than finding a few small strings and spots of ore. We continue to drive the 15 west by four men, with a hope of making some discovery daily, as the level over the same point seems to have formerly been productive. The same level has been driven east of the shaft about 3 fms., on a kindly lode. Oliver's adit has been driven west since the last meeting 12 fms., and in this drivage some short bunches of ore have been passed through, as will be seen by the section. The driving of this level is of great importance, as tending towards the old mine to the west; there is now only about 80 fms. between the two points. The whole of this drivage will be continued upon the course of the lode, and great discoveries may be made at any moment. At the date of the last meeting we had a good stope of ore ground in the back of the 10 fm. level, from which we confidently expected a regular supply of ore; but in a month after, to our surprise and disappointment, we communicated with old workings, which had been carried down from the floor of Oliver's level, and therefore our supplies from this point were entirely and at once cut off; and this, with our inability to dress the ore raised during the winter, is the cause of our having returned two parcels of ore only instead of three, as expected. I am happy to say that since writing the above the 15 west has improved, and is now producing a good mixture of lead ore for about 1 ft. wide on the south part of the lode, with every probability of further improvement. As regards the future working of the mine, I recommend to continue the driving of the 15 west, the stoping away of the ore ground in the back of the same level, as also stoping up the lode from the bottom of the 15 west, where there is a good lode gone down for about 7 fms. in length. I strongly recommend the driving on of Oliver's level as fast as possible, to unwater the old mine to the west; and as this drivage will be on the course of the lode there is a strong probability of making important discoveries; seeing from the old levels above that the former workers had much ore ground, it may be very reasonably inferred that we shall meet its continuation at this deeper point. I may mention that all our operations are on the lode, and consequently very important discoveries may at any moment be made. The machinery on the mine is in good order, and quite equal to our requirements.—R. WILLIAMS.

The CHAIRMAN said, by the report just read it would be seen that the operations at the mine had now reached a point in depth beyond the deepest workings in the "ancients;" and as had been seen by the accounts, the operations in those deepest workings had resulted in a profit. In all mining operations a considerable amount of time was necessarily required to overcome the dead work, and to erect the necessary machinery; but when such operations had been accomplished, and the works began to show a margin of profit, all the practical difficulties of mining had been overcome. As regards the present meeting, he might state that it was the intention of the board to have deferred the holding of it until another parcel of ore had been realised; but he need hardly say that, during the severe weather they had lately had, dressing operations had been necessarily retarded, and that thus the sale of ore had been unavoidably deferred. Had that parcel of ore been sold, the directors would, upon the present occasion, have been in a position to recommend a dividend; but, under present circumstances, all he could do was to congratulate the shareholders upon the fact that the operations of the past quarter had resulted in a profit, and to express a hope that at the next meeting the directors would have something much more tangible to present to their constituency than a favourable report and encouraging prospects. (Hear, hear.) He then moved that the report and balance-sheet should be received and adopted.

A SHAREHOLDER enquired if the deepest point of operation from which the ore was now being produced was of sufficient depth to unwater the old mine?——Capt. WILLIAMS replied that, by continuing the driving of the present levels the old mine could be completely unwatered for its whole length, which was upwards of 500 fms.

Mr. SPARGO thought it would be satisfactory to the shareholders if Captain Williams were to state what would be the entire length of the mine upon the course of the lode when the old mine was unwatered by the communication of the levels going west.

Capt. WILLIAMS explained by a section that the run of ore ground was between 400 and 500 fathoms.

A SHAREHOLDER enquired if the price of lead had fallen since the first parcel of lead was sold, as he saw from the bidding that there was something like 1*l*. per ton difference?——Captain WILLIAMS believed that lead was a shade lower in price than it was at the date when the first parcel was sold.

A SHAREHOLDER had understood that the third parcel of lead had been sold.—Captain WILLIAMS said that such was not the case.

Mr. SPARGO observed that it was the intention of the board to have sold the third parcel of lead before calling the shareholders together; but, as several enquiries had been made, and as he had received communications from different shareholders, he determined to at once convene a meeting, so that shareholders might have an opportunity of knowing the exact position and prospects of their property.

A SHAREHOLDER enquired how it was that the company's assets were not put forth in the balance-sheet?——Mr. SPARGO said that the accounts of a cost-book company were prepared in a different way to those of a limited liability company. In the former case credit was not taken for ore raised or dressed, or the value of the machinery and materials, which was always done in a limited liability company. As far as this mine was concerned, there was a large quantity of ore at surface, and a great deal more laid open underground, in addition to which there was the value of a field of machinery, which had cost several thousand pounds, Neither of those was taken into calculation in the balance-sheet.

A SHAREHOLDER enquired if any unproductive ground was likely to be met with in the prosecuting of the dead works?——Capt. WILLIAMS certainly did expect some unproductive ground, but he expected to make some important discoveries of ore ground, as the operations were at every point upon the course of the lode.

The report and accounts were received and adopted. A vote of thanks to the Chairman terminated the proceedings.

NATIONAL PROVINCIAL BANK OF ENGLAND.

The thirty-second annual meeting of proprietors was held at the new bank premises, Threadneedle-street, on Thursday,

Mr. J. M. LAURIE in the chair.

The CHAIRMAN said:—I cannot but think that the circumstances under which we meet for the first time in this building, destined, I trust, to see many years of success to the National Provincial Bank of England, are singularly propitious. Never was an edifice inaugurated under more favourable auspices. For, gentlemen, at the conclusion of a year of unprecedented prosperity, we are also, I trust, on the eve of seeing struck off the last fetters with which legislative restrictions had shackled our freedom of action, and may, I hope, look forward to a course of uninterrupted progress and development. You are aware of the disabilities under which we have been suffering; not only have we been prevented from issuing notes payable to bearer within a distance of 65 miles from London, but we have been forbidden to enter upon the ordinary business of banking in the metropolis, and have been actually prohibited from acting as town agents for our own branches, having been compelled to employ other establishments to execute duties which our own officials were so much better qualified to perform. Gentlemen, there is, when we are suffering under a grievance imposed upon us, a certain sense of compensation if we can see that the law of which we complain has no favourites, and that the rule, however obnoxious, is extended unimpartially over all, but that consolation, such as it is, was denied us. By a strange legislative oversight Scotch and Irish banks, constituted as we are, issuing their own notes, are not hampered by the same restrictions; and we were thus, in addition to a sense of great practical hardship, galled by a feeling of injustice. Our only remedy for this state of things was a sacrifice of our circulation—a sacrifice which we were most reluctant to recommend to you, but to which I fear we must in the end have submitted, so great have we felt the inconvenience of being excluded from our own proper position in the metropolis. I am aware that this is no place for political discussion, and that it would ill become me, as your Chairman, to express either party censure or party applause, but I am sure I shall not be giving utterance to the sentiments of my colleagues nor to my own, if I did not record our cordial sense of gratitude towards Mr. Gladstone, for the very liberal spirit in which he has considered our grievances; for the kind and courteous manner in which he has always received our representations, and for the courage with which he has exposed himself to a troublesome opposition in dealing with a great subject. Doubtless the Chancellor of the Exchequer, acting for the public, has sought what he considered to be the public interest. We have had to make some sacrifices; but a vested interest of 15 years in our circulation, the right to incorporate other banks of issue, and to extend our circulation by the amount of their authorised issues, thus removing all our disabilities, and giving us fresh privileges, is a result at which we may well rejoice, and for which we may well be grateful. Gentlemen, I think it is only due to my hon. colleague, the Member for St. Ives (Mr. Paull), that I should bear this public testimony to the ability and industry with which he has advocated our cause. Deprived but too soon of a coadjutor in whose talents we naturally relied, Mr. Paull's perseverance and energy have never flagged; and if we obtain the object we have in view—and obtain it we shall I hope and trust—to his efforts, after the justice of our cause, and the liberal policy of Mr. Gladstone, shall we ever, in a great measure, be indebted for our success. And now, gentlemen, amidst all this prosperity there is not to be disguised the fact that bitter drops are mixed up in the cup of humanity. Whilst we rejoice at such good fortune, I know that we shall regret that he to whom we owe so much is not amongst us, to enjoy the triumph and partake of the fruit. Daniel Robertson has passed away. He devoted himself to your service to the last. He took a lively interest in the negociations in which he had been associated with Mr. Paull; and I have reason to know that his abilities had produced a very favourable impression on the eminent statesman with whom he had to deal. Mr. Robertson's talents are now removed for ever from the scene which they had adorned so long; but our gratitude will, I trust, not die with him. May the memory of his great qualities long remain amongst our officials a bright example of energy, ability, and honesty; and may his name ever be connected with the prosperity of the National Provincial Bank of England. (Hear, hear.) It is with real regret that we miss from amongst us one of our largest shareholders—a director of nearly 30 years' standing—Mr. Charles Heaton Ellis. Mr. Ellis took a lively interest in this bank, in whose early fortunes he had been much mixed up, and his many amiable qualities had endeared him to all his colleagues, who warmly sympathised with his family and numerous friends in their distress, occasioned by his loss. And now, gentlemen, let me ask you to consider the report, and I trust you will think that the prosperous condition of your affairs reflects very great credit on your general managers and your able and excellent staff; and that your directors are well deserving of the confidence you have reposed in them. (Hear, hear.) I will now read the report, which is as follows:—

The directors have much satisfaction in submitting their 32d annual report for the period ending December 31 last for the approval of the shareholders. The features marking the commercial operations of last year have been of an important character. The enhanced prices which prevailed in the great staples of our manufacturing industry, the vast proportions which our trade relations assumed, the enlarged development of new schemes of enterprise, and the augmented bases of existing institutions, all absorbing an amount of capital almost unprecedented in the most active years of modern speculation, have contributed to extend the demand for money, and to sustain it for a lengthened period at an elevation hitherto unknown in this country. During the year 1864 there have been no less than 15 fluctuations in the Bank rate of interest, varying from 6 to 9 per cent., and giving an average of not less than 7¼ per cent. The effect of this strain upon the commercial classes, however favourable it might be for banking profits, began to manifest itself towards Midsummer, and increased in intensity as the autumn approached, when a severe reaction in prices occurred, leading to the downfall of a large number of commercial firms, and involving one or two country banks in the catastrophe. The harvest, with the exception of roots, having proved favourable, this circumstance, combined with the low price of cereals, and a good home trade, tended materially to mitigate these commercial disasters. The directors, however, have to record with satisfaction that the losses of this establishment from bad debts or other casualties have not been more than the average of ordinary years. Under the influence of such an enhanced value of money, the result of the year's operations could not be otherwise than favourable for augmenting the returns much beyond the average of ordinary seasons; and, accordingly, the profits this year rank higher than any that have preceded it. This, of course, must be considered altogether exceptional. The result of the year's transactions are as follows:—

Jan. 1, 1864.—Rest or undivided profits at Dec. 31, 1863, as exhibited at the annual meeting in May, 1864, including premium on shares		£272,452 5 2
Less bonus declared and paid in cash in 1864 out of this, amounting to		63,000 0 0
Reserve fund set apart on Government securities		£209,452 5 2
Dec. 31, 1864.—Net profits of 1864, after making allowance for bad and doubtful debts, &c.		303,800 1 0
		£513,252 6 2
Add undivided profits carried forward for 1863		10,000 0 0
Total		£523,252 6 2
DEDUCT—Dividend on company's stock, paid July, 1864	£38,400 0 0	
Dividend December, 1864, paid January, 1865	40,800 0 0	
Bonus of 9 per cent. ditto	86,400 0 0	
Undivided profits carried to next half-year..	20,000 0 0 =	185,600 0 0
Leaving		£337,652 6 2
Out of these profits the directors propose to declare, in addition to the foregoing dividends and bonus paid to the proprietors above stated, a further bonus of 11 per cent. (with the usual dividend of 4 per cent.), making a division of profits in 1864 in all 28 per cent. upon the paid-up capital at Dec. 31, 1864, free of income tax, amounting to		112,200 0 0
Leaving reserve		£225,452 6 2

The directors, with a view to mark their appreciation of the zeal and efficiency of the staff, and to characterise the highly prosperous and exceptional nature of the year's operations, voted a gratuity of 5 per cent. to their officers, in addition to the usual bonus of 10 per cent. of recent years, which was paid at Christmas last. In furtherance of the views expressed in the last annual report, that the interests of the bank required that its operations should be extended to the metropolis, measures were adopted during the autumn in order to obtain legislative relief in the present session of Parliament from the disabilities which English banks of issue are subjected to in London; accordingly, representations were made to Her Majesty's Government on the subject, and after much discussion the Chancellor of the Exchequer introduced a bill for the removal of the grievances in question, which has already passed through committee in the House of Commons. The directors consider it highly advantageous for the bank's interest to come within the provisions of the bill with the least possible delay, and accordingly propose to call two general special meetings of the proprietors, to submit resolutions with that object for their approval and adoption. A desire having been expressed for additional banking accommodation at Carmarthen and Newcastle Emlyn, in Wales, the directors have opened branches at those places under encouraging circumstances.

The directors have to congratulate the proprietors on being able to meet them under such favourable auspices for the first time in their new building, which, when completed, they trust will do credit to the architect and to the company, and afford suitable accommodation for carrying on the present and future operations of the bank. The directors have to record, with much regret, the death of your late general manager and honorary director, Mr. Daniel Robertson. With a view to commemorate the great services which he rendered to the bank, the directors have ordered a marble bust of him to be executed by Baron Marochetti, to be placed in a prominent position in the bank's new building, as a mark of respect, which they hope will meet with the approbation of the shareholders.

The CHAIRMAN then moved that the report should be received and adopted.——Mr. J. O. HANSON seconded the proposition, which was put and carried unanimously.

The retiring directors (Messrs. W. J. Maxwell, H. M'Chlery, and J. O. Hanson), were unanimously re-elected.

Mr. KINGSTON had great pleasure in proposing Mr. Duncan M'Donald as a fit and proper person to fill one of the vacancies in the direction. Mr. M'Donald was a gentleman of considerable mercantile experience, and conversant with banking. He had retired from business, although an active magistrate for Surrey, but he had come forward with a promise, if elected by the shareholders, to devote nearly the whole of his time to the duties of the office. Having made that promise, he (Mr. Kingston) felt confident it would be fulfilled, and that Mr. M'Donald would use in the service of the bank that zeal, energy, and sound judgment that had hitherto characterised his career.——Mr. M'CHLERY seconded the proposition, which was put and carried unanimously.

Mr. DUNCAN M'DONALD returned his sincere thanks for the honour, and in doing so stated that it would afford him the greatest pleasure to assist the managers and directors, whose exertions had elevated this institution so high in public confidence, and rendered it so profitable to the shareholders. (Hear, hear.)

Mr. MAXWELL had much pleasure in proposing Mr. George Hanbury Field to fill up the other vacancy in the direction, rendered vacant by the retirement of Mr. George Hanbury. Mr. Field was a gentleman of very large mercantile connections. He had, however—which was a most important point—plenty of time to devote to the duties of the office. Time and attention were a desideratum, because year by year the work increased. Therefore, he felt he could not do better than to ask the proprietors to elect as a director such a gentleman as Mr. Field, for he (Mr. Maxwell) was quite sure, from what he knew of his family and connections, that Mr. Field would be "the right man in the right place." (Hear, hear.)—Sir SIBBALD SCOTT seconded the proposition, which was put and carried unanimously.

Mr. G. HANBURY FIELD, in returning thanks, expressed his full sense of the honour the shareholders had conferred upon him, and he only hoped, connected as he was with so many firms in the City of London, that his services might be of some use. As he had time at his disposal, it would be his duty and pleasure to devote the greater portion of it in the service of the bank. (Hear, hear.)

Rev. Mr. AUSTEN then proposed that the best thanks of the proprietors be accorded to the Chairman and directors for the very successful way in which they continued to conduct the business of the bank, which was duly seconded.

A SHAREHOLDER suggested that for the future the balance-sheet should show of what the securities consisted, and also that the names of the gentlemen proposed to be elected as directors should be made known to the shareholders before the meeting.

Mr. CREAK thought it would be most impolitic to publish in the balance-sheet the particulars of the assets, but that question must be left to the board. If such a course were adopted when the statement was satisfactory it would promote further opposition; and when unsatifactory it would throw discredit upon the bank.

The CHAIRMAN said, before expressing his great gratitude for the kind manner in which his name had been mentioned, he would reply to the question with regard to the assets, and in doing so would state that to adopt the suggestion would be to entirely change the constitution of the bank. The shareholders had always had the most perfect confidence in the directors, which had worked most admirably; and when he said that, he pledged his own private honour upon the subject, to say nothing of his private interest as the largest shareholder in the bank; he thought the proprietors might rest perfectly satisfied that everything was fair and above-board. He felt perfectly certain that if any shareholder would go to the office and judge for himself, that he would perfectly agree with the statement in the report that the lightness of the bad debts was fully carried out by the actual state of the bank's books. In fact, so far from under-stating their bad debts, he believed they were really over-stated, for on all occasions the directors took the most unfavourable views of those matters, and whenever a loss was not probable only but just possible they always considered the loss had been made. Under those circumstances, if the directors could come before the shareholders and state that the bad debts were little or nothing, he thought they ought to be perfectly satisfied. (Hear, hear.) It was, however, a matter entirely in the hands of the meeting; but at the same time he thought he was justified in opposing any change in the constitution of the bank, inasmuch as the present system had always worked remarkably well, although they had passed through times of considerable difficulty. As regards notice being given of the names of those proposed to fill up any vacancies that might occur in the direction, he might remind the hon. proprietor that such notice was given, for no proprietor could be proposed as a director unless his name had been posted up in the office for one month, giving notice of his intention of offering himself; and, moreover, the vacancies were always advertised. He might now be permitted to turn to a more agreeable subject, and in his name, and in that of his honourable colleagues, he begged to return the proprietors their sincere thanks for their renewed mark of confidence. The due discharge of one's duties was at all times a very agreeable thing, but when, in addition to that gratification to one's conscience, it met with the applause of such a respectable body of English gentlemen as that he was now addressing, and the more especially when in the discharge of those duties they were promoting their own interests, the directors stood altogether in a most enviable position. All he could say was that they would continue to work as hard as they had hitherto done, and he hoped they would next year come before the proprietors with a statement as satisfactory as that which had just been submitted. (Hear, hear.)

Mr. ROGERS had much pleasure in proposing that the best thanks of the shareholders be passed to Mr. Robertson, Mr. Atkinson (the general managers), the managers in the country, and the staff, for their services during the past year.——Major SUART had much pleasure in seconding the proposition, which was put and carried unanimously.

Mr. ROBERTSON, on behalf of the officers, his colleague, and himself, returned their grateful thanks for the kind appreciation of their services, and for the confidence that was continued to be reposed in them, as well as for the liberality extended towards them—a liberality which at once identified them with the prosperity of the bank. (Hear, hear.) It had been the rule of the directors to endeavour to combine progress with security, and the attention of the staff and managers was directed to the consideration of the best way those objects could be obtained, and to the further and future development of this institution, and the opening up of a new field, their best energies would be directed. He hoped to see their exertions attended with the same results; he looked forward with confidence to the future, and he trusted that next year it would be seen the bank had made a further and satisfactory progress. (Hear, hear.)

A vote of thanks to the Chairman for his able and courteous conduct in the chair terminated the proceedings.

HEWETT AND COMPANY.

The first general meeting of shareholders was held at the London Tavern, on Wednesday,—Lord ALFRED PAGET in the chair.

Mr. W. H. WIMMIL (secretary) read the notice convening the meeting.

The report of the directors stated that the result of the first six months' operations had been of so satisfactory a character as to produce a profit equal to 17 per cent. per annum. The directors recommended a dividend after the rate of 10 per cent. per annum, which will absorb 2634*l*., and leave a balance of 1985*l*. to be carried forward to increase the insurance and reserve fund, to which Messrs. Hewett have contributed the sum of 4000*l*., and for the liquidation of preliminary expenses, &c. The best means of carrying by steam has occupied the very careful and anxious consideration of the directors, and they have now the pleasure of stating that they have contracted upon most favourable terms with Messrs. M. Pearse and Co., of Stockton-on-Tees, for two screw-steam vessels, to be constructed to the model and lines specially prepared by the managing director. These vessels are now rapidly approaching completion, the first is to be afloat by the middle of next month, and the second in three or four weeks from that time. So soon as experience will justify them in doing so, the directors will increase their steam fleet to a number sufficient to insure a daily arrival. The directors have great pleasure in stating that the fleet, which in the course of a few weeks will be increased to 62 sailing and 2 steam-vessels, is in a most efficient state; and having surmounted the difficulties of the first half-year, they look forward with confidence to the development and improvement of the business.

The CHAIRMAN said that, although by the Articles of Association it was not necessary for the directors to have called the present meeting until 12 months after the formation of the company, they had thought it would be satisfactory to the shareholders to convene the meeting at an earlier date, in order that the actual results of the six months' operations might be made known. The report of the directors—which could not fail to be satisfactory to the shareholders—had stated that profits during that period had been realised equal to 17 per cent. per annum, out of which it was proposed to pay a dividend of 10 per cent. per annum, carrying the remainder of the balance forward. The shareholders were aware that this little company was formed for the purpose of supplying that which was thought to be a great deficiency—to secure a constant and fresh supply of fish. At the time this company was formed there were no less than 80 principal fish-factors and retail dealers in fish, carrying on business at Billingsgate, who stated that the supply of fish was not equal to the demand, that the supply was extremely irregular, and that it was much deteriorated in quality by delay in transit. To meet these objections the company proposed to bring the fish to market by steamers, because it was found that the further the fleet went to sea the greater was the quantity of the catch of fish. The advantages of this little company were that the shareholders bought a fleet of upwards of 60 vessels, which were actually on the fishing-ground when the company was formed, which was very different to new companies generally, where everything had to be bought, and where it took a great time before operations could be commenced. Moreover, this company had been fortunate enough to secure the services of Mr. Robert Hewett and his brother—gentlemen who had been for many years conversant with the business; and had the company not had such gentlemen to conduct its business, the prospects of success, he admitted, would have been very questionable; indeed he, for one, should be very sorry to have started such an enterprise under different auspices. The company had, too, been very fortunate in having secured the services of such an efficient secretary, who was in every way qualified for his position; so that, taking every circumstance into consideration, there was certainly every reason to suppose that "Hewett and Co. (Limited)," would prove a very prosperous concern, as he thought was fully shown by the first six months' operations, during which period there had been earned actually more than 17 per cent. He then moved that the report should be received and adopted.

Admiral WELLESLEY seconded the proposition.

The CHAIRMAN, in reply to questions, stated that the bills referred to in the balance-sheet were for the balance of the purchase-money, and were payable at different periods up to May, 1866, to meet with the calls had been arranged.

Mr. HEWETT stated that the item in the balance-sheet for provision, stores, and clothing was certainly 3000*l*. more than it would be in the summer half-year. As that item had been paid out of profits, shareholders might confidently look forward to the profits during the current six months being increased by that amount. As regards a company like that competing with the railways, he stated that when they first established their fleet they carried by railway, but the cheapness of carriage was very far counterbalanced by the deterioration in the quality of the fish, which when carried by rail had to be transhipped no less than six times; whereas fish brought by their cutters was covered with ice, and never disturbed until it arrived at market.

The report was received and adopted unanimously.

Mr. Waterhouse was re-elected auditor.

The meeting having been made special, a resolution was passed empowering the directors to pay an *ad interim* dividend, and a complimentary sum of 20 guineas voted to the secretary, as a mark of the shareholdhrs appreciation of his services.

A vote of thanks to the Chairman and directors terminated the proceedings.

GEOLOGISTS' ASSOCIATION.—The first excursion of the season took place on Tuesday, when the members visited Swindon to examine the beautiful sections of Portland, oolite, Purbeck, and green sand which are displayed in the quarries of that neighbourhood. Mr. Morris, of the *Swindon Advertiser*, an exceedingly intelligent local geologist, placed himself at the disposal of the members as guide, and by his admirable guidance they were enabled to see all the prominent features of the geology of

the district within the short time allotted for the visit. Large numbers of fossils, some in excellent preservation, were obtained by the members, who left for town by the 6·10 train, and expressed themselves much gratified with what they had seen.

THE SILVER-LEAD DISTRICT OF CARDIGANSHIRE.

In a geological point of view this district is remarkable for a peculiar property of the slate rock of which it is composed, and for the immense size of the metallic lodes which traverse it, some of them running in size from 60 ft. to 120 ft. in width. The usual character of the rock of the metalliferous ground of Cardiganshire is a finely laminated one, more or less vertical, the lamina running 35° east of magnetic north, tinted of the ordinary slate colour, varying from a cloudy light blue to dark blue, but in the silver-lead district, which is most distinctly marked at Goginan and to the northward, the colour changes to a cloudy white, and the whole country, from this chloritic tint, where the surface is broken, shows a decided difference as to the colour of the rock from that of the common lead-bearing district further to the south. The whiteness of this formation has not been accounted for upon any geological hypothesis; but reasoning from the known action of the trappean and porphyritic rocks upon common lead lodes in imparting to their ores a greater charge of silver, it may be reasonably suggested that the sub-rocks of the country come more nearly to the surface in the silver-lead district than in the common lead one further south, imparting a lighter hue to the slate, and a greater quantity of silver to the lead lodes.

On the north of the Goginan Valley rises abruptly the Great Darren Hill: from the base to near the top this is clad with the rather stunted growth of oak indigenous to the country. On the south shoulder of the hill traverse the rich silver-lead lodes of Cwmerfin and Cwmsymlog, both highly profitable for lead, containing large quantities of silver, averaging from 30 to 40 ozs. to the ton: the veins are of moderate size. On the top of the hill, by the old Roman encampment, passes the Great Darren silver-lead lode, open cut for 20 feet wide, and for nearly ½ mile in length; below, in the valley, to the north, lie the machinery and all sorts of dressing apparatus; and passing through the valley, at the foot, runs the great Bronfloyd lode, upwards of 60 feet in width, averaging in value per cubic fathom from 10*l.* up to 70*l.* This really gives a sort of Mexican character to the great silver-lead lodes of Cardiganshire. Going back again 2½ miles southward, to Goginan, we find the large silver-lead lode of that mine traversing the valley, and cleaving the high ground of Pengraigdu, to the eastward 150 fathoms, or 900 feet perpendicular, above the Goginan Valley. In those high rocks the lodes are full of silver-lead, and in them are wrought, to great advantage to the company, the mines of Bwlch Consols, &c. From Goginan southward we rise in ½ mile 500 feet, and get a beautiful view of the river and valley of the Rheidol; the mountain sides of this valley rise with such abruptness for 1000 feet in height as to give it the appearance of a large dingle or breakage through the country, which, it really seems to be. In looking down this dingle you see the sides covered with timber; the valley below is full of waterfalls, which, glowing in the rich sunlight of summer, looks like a fairy glen.

At the bottom run the two lodes of Tyllwyd and Gothic, the latter containing two large lodes, well filled with lead, working now to some profit, and affording a prospect of great returns. On the the top of the south bank of the river is a silver-lead mine, which the poor miners were working at a profit of 600*l.* to 700*l.* a year to the company, until the directors, a short time ago, sold their ore, and detained their money, obliging them to sue for it; an act so ungenerous and so unfaithful to the poor miner, who in good faith trusted his superiors with his hard-earned funds, that it stamps the transaction with unmitigated ignominy. We hope that we shall never have to chronicle such a base act in our columns again, for it is one of those blots, of which there are too many, which reflect disreputably on the conduct of mining business, in comparison with many other affairs of commerce in the country, and it affords a beacon to landlords to beware with whom they deal in letting their land on mineral leases. The next mine to the south is Blancaenant; and next comes the great lead lode of Frongoch, which fairly lands us in the lead district of Cardiganshire. This great lode is said to be 120 feet in width, or as wide as sixty common Cornish copper lodes. Its resources seem almost inexhaustible: it contains only 2 ozs. of silver per ton of lead, but the lead ore itself is soft, rich, and abundant. We have not heard of a lode in the world larger than the Frongoch lead lode: it seems quite regular in its walls, underlying slightly to the south; and although constantly at work for thirty years, its profits and value are as great as ever.

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

The Mining Share Market has been more active this week, and an average amount of business appears to have been transacted. There has been a good enquiry for both dividend and progressive mines, some of which had a very important rise. Improvements have been advised in several mines during the week, which has tended to create an enquiry for the shares.

WHEAL SETONS have been in demand, and several shares changed hands.—WEST SETONS are in better request.—CLIFFORDS are being dealt in at fair market quotations.—WHEAL BULLERS have been in especial request, and very considerably advanced.—WHEAL BASSETS are enquired for, and appear firmer.—EAST BASSETS have fluctuated, and left off slightly weaker.—NORTH BASSETS are in good request, at improved rates.—CARN CAMBORNES continue in demand, and firm at present prices.—SOUTH CONDURROWS have not been so active, yet freely dealt in.—EAST CARN BREAS are in good request, and several transactions effected.—COOK'S KITCHENS are flatter, and offered at lower rates.—TINCROFTS have been in good demand, at improved figures.—GREAT LAXEYS continue to be freely sought for, and prices firmer.—GREAT NORTH LAXEYS have been rather extensively dealt in this week, arising from some shares being offered at lower rates.—FRANK MILLS have been in good request, and several shares have changed hands—WEST TOLGUS shares have been offered at lower figures.—GREAT SOUTH TOLGUS shares are more freely dealt in, at minimum rates.—EAST GRENVILLE and WHEAL GRENVILLE have been rather quiet this week.—NORTH TRESKERBYS are in good demand, at fair market quotations.—NORTH ROSKEARS are less active, and left off weaker.—GREAT WHEAL BUSYS have been rather extensively enquired for, at improved rates, but fhares are scarce, even at present quotations.—WHEAL ROSE have advanced, and freely sought for at better prices.

EAST CARADON.—The caunter lode has further improved in the 80 east and the 90 fm. level west; and the south lode, in the 80 east, is also looking better. The 80 east and west are worth together 22*l.* per fm., and the 90 east and west 36*l.* per fm. The 80 east, on the south lode, is worth 6*l.* per fm., having been poor for some time past.—WEST SHARP TOR continues to produce very rich grey ore in the 162 west; and, from the nature of the lode, and the character of the ore, it leaves very little doubt that the opening of the next level will consummate the object of the proprietary, which for so many years they have been endeavouring to arrive at.

MAUDLIN.—The engine-shaft is progressing below the 70, in highly mineralised ground. The lode in back of the 70 east has fallen off. The 70 fathom level end east is passing through the cross-course, and water freely percolating, which encourages the expectation that the lode is not far off.

MINERAL BOTTOM.—The operations here, both at surface and underground, are being carried on vigorously. They have erected a 72-in. cylinder engine, and are preparing to erect a drawing-machine. The shaft is down about 7 fms. below the 30, and a cross-cut is being extended to cut the lode in that level. The lodes running north, and in similar stratification to the productive lodes of West Chiverton Mine, the intersection is watched with deep interest.

GREAT WHEAL BUSY.—Attention was drawn last week to the improved prospects of this mine, and the guaranteed statements which have since been received not only confirm the representations then made, but express the firm belief that the mine will in all probability take a leading position among the best mines of the county. From advices received this day, I learn that they have intersected the lode in the 140 west, and reported to be rich for tin. This is highly important, inasmuch as the discovery is further west by 50 fathoms than seen before. The 110 cross-cut has not yet taken the lode, but will in probability do so in about 6 or 7 feet further driving, and should the lode prove as productive as the other cross-cuts, as anticipated, the whole of the main lode will be standing entire from the 100 to the 150 fm. levels. It is stated that upwards of 500 tons of copper ore has been sampled, and that the 32 tons of tin, for one month, was sold on Monday, at 52*l.* 12s. 6d. per ton, realising 1673*l.*

WHEAL KITTY (St. Agnes).—Pryor's lode continues to look very encouraging, and is yielding profitable work for tin. The 65 west is worth 17*l.* per fm., and east 7*l.* The 54 east and west are valued at 20*l.* per fm. together, and the 44 east and west at 13*l.* per fm., whilst the western end is looking more promising. There are other points of operation which are of a very promising appearance, whilst Wheal Vattie part of the sett is about to be resumed.

PEDN-AN-DREA.—The lode in the back of the 130 is still worth 40*l.* per fm., and the end 8*l.* per fm. The lode in the 120 has become less productive. All other places are much the same as noticed a fortnight since, no improvement having taken place.

NORTH FRANCES.—The prospects here appears to be a little more encouraging, as for the last four months the returns have been increasing each month. The most productive places are between the 70 and 80, where there is a good run of tin ground, and likely to improve. There are also several other places towards which attention is being directed, the development of which is deemed a good speculation.

PROSPER UNITED is represented to have improved in several important points, but particularly in the 80, west of Hill's, where the lode is yielding 5 tons of copper ore per fathom, and in the winze sinking below the 70 the lode is worth from 18*l.* to 20*l.* per fathom, and looking well for further improvement; this winze being in advance of the 80 fm. level end speaks well for a long run of tin ground in the bottom level.

THE BRITISH MINING AND SMELTING COMPANY (Limited).—The prospectus for working several extensive setts, situate in close proximity to the celebrated Devon Great Consols Mine, has been issued, inviting public co-operation in the formation of a company, with ample capital, and to consolidate the whole under one able and efficient management. The respective mines have been partially opened, but there is every reason to believe that the capital and ability which will be brought into operation will develope the several setts to a great and profitable result. Some can be rapidly brought into effectual working order with very little additional expense, whilst others, in the opinions of practical local agents, possess all the elements of produce and profit. The more than ordinary influence that can be brought to bear, and the well-known ability of the administrative, will be sufficient guarantees of the immediate establishment of the company (as evidenced by the numerous applications already made), whilst their position and experience precludes the least apprehension that due honour and integrity will not be exercised in carrying out this great enterprise with satisfaction to the proprietary. Probably a more favourable opportunity for introducing the undertaking never occurred, for Devon Consols at the present time is represented as looking better than ever it did before.

JAMES LANE.

From Mr. JAMES CROFTS:—"All knowledge is useful," even if applied to questions of comparatively inferior import, such as discussions upon the merits of mining shares at nominal prices. GREAT SOUTH CHIVERTON, although its life is so far a short one, has met with a trouble of a peculiar character—namely, the forfeiture of nearly half its share (6000 in the whole), in consequence, as it is said, of the defalcation of one of the original speculators. In due course of business 2650 shares were forfeited, and, to give them a legal exit, were offered at public sale a fortnight ago, and all eagerly bought up, whence they have arrived at the respectable price of 5s. or 6s. per share, and thus the question arises of their intrinsic value. At the meeting held at the London Tavern, on April 6, there was a balance against the mine of 40*l.*; but, it being resolved that the forfeited shares should be sold for the "use and behoof" of the mine, no call was made. It appears that about 100*l.* per month would pay the costs of the mine, and thus no further call will be necessary for another three months. The reporters on the mine are Messrs. Nancarrow and George, and their reports are chiefly prospective, but certainly of a very encouraging character, and, assuming that the mine occupies a favourable position relative to the rich lodes of the district (of which West Chiverton is the richest), the writer feels justified in giving, as a quotation, his own notice of the mine in his last week's advertisement—namely, that "Great South Chiverton is the cheapest low-priced share on the market."

NORTH WHEAL BASSET, as its title imports, is to the north of Wheal Basset, in the parish of Illogan, Cornwall, produce copper and tin, upon which 27,000*l.* has been already spent. Two years ago the shares were worth about 4⅛ to 5, but the mine has lately shown signs of improvement, which has brought them into rather extensive demand, as they still remain in the category of cheap shares, and may be now quoted, with a recent call of 1s. 6d. per share paid, 15s. to 17s. 6d. The history of the Bassets, which comprises WHEAL BASSET AND GRYLLS (in abeyance), WHEAL BASSET, paying regular dividends, EAST BASSET, paying continuous dividends up to November, 1864, SOUTH BASSET, worth 4*l.* to 5*l.* per share, and WEST BASSET, paying dividends, is curious, from the fact of their presenting great fluctuations in prices from time to time, and from several of them having been, at one time or other, at several hundreds of pounds per share, the final result being that East and North Basset have suffered the greatest amount of depression. The circumstances detailed, however, show that the district is a most important one, and furnishes an argument in favour rather of purchasing the low-priced than the high-priced mines of this group, because the slightest appearance of improvement in the lodes excites a more than usual amount of attention, even among the most experienced miners, including those trebly-distilled Cornish ones, who reside in the vicinity of the mines.—N.B. These mines are well managed, both in London and Cornwall. On the 3d inst. they are getting tin from the 112 and 102 west, and copper in the other ends. At the meeting of April 19 it appears that there was about 45 tons of copper ore to sample, and 4 or 5 tons of tin. The agent says—"I cannot promise any increase in the returns of tin, but if the ore in the winze below the 32 holds down to the 42 there will, I think, be a fair chance of increasing the returns of copper ore, and, on the whole, the prospects are as good, or rather better than they were two months since."

WHEAL TRUSCOTT MINE, in the parish of St. Stephen, Cornwall (near Launceston), comes before the public under the auspices of Mr. C. Wescomb, of Exeter, and with a certain amount of prestige, owing, it must be inferred, mainly to the success of Frank Mills. The shares, 5000 in number, and the price 30s. per share, or thereabouts, are neither of them excessive items, which may contribute to all the shares being absorbed at the upset price, without much need of amplifying the merits of the concern. Mr. Wescomb states, "that it is the best sett that he ever saw in his life," by which is it to be understood that it excels Frank Mills? if so, the public have a splendid chance of making money in Wheal Truscott. The mine is reported upon by Messrs. Thomas Richards, Thomas Neill, John Nicholls, and Wm. Rowe. It is to be mined for copper ore, and, according to Mr. Richards "the north lode at a depth of 14 fms. has rich ore disseminated throughout, and altogether giving indications of larger quantities being raised by very little further exploration, and equal to any he has ever seen." Mr. Neill reports on a south lode, resting in a congenial stratification for copper, which it has produced at several points of the workings, and he modestly describes the north (or "Wheal Truscott") lode as producing "yellow copper ore of good quality," or (which is much more definite) "yielding by assay 7⅛ per cent. of fine copper;" and what is of further importance, there are ample means of water power for working the mine. Mr. Nicholl's report, and also Mr. Rowe's, are confirmatory of the merits of the mine as presenting excellent indications of being profitably productive at a fair depth, to which may be added:—"DOWN WITH YOUR SHAFT," as, happily, it appears there are ample means to do so, with "cash in hand to carry on the mine for six months without any further call;" whilst, to the advantage of brokers and dealers, it is a cost-book, not a limited concern.

BEDOL-AUR.—A general meeting of shareholders was held on Wednesday (Mr. Thos. Overend in the chair), when the accounts presented included four months' costs, December to March, from which it appeared that the average cost per month at the mine and in London was about 90*l.* About 20*l.* calls in arrear, in course of payment, would leave a small credit balance. The only debit item was the April cost, 70*l.*, payable the 20th inst., to provide for which and the ensuing three months' costs a call of 2s. per share was made; but it was estimated that about 200*l.* worth of ore would be raised and sold in the interval. The following, read at the meeting, is the latest report:—"The end of the 70 yard level, on the Brynia vein, continues rather hard, and is not at present productive. The level is being driven on the course of the Brynia vein, and will act as a cross-cut to the Seven Stars and Milwr veins, which we hope to cut rich at a distance of about 20 fms. from the present end. The St. Vincent vein, north-east of Spencer's sump, is 4 in. wide, and is full of clay, spar, and lead ore. The end of the 70 yard level, south-west of Spencer's shaft, on St. Vincent vein, is producing 25 cwts. of lead per fathom, and appears likely to continue. The Cortia Waen vein is unproductive at present; but an alteration is daily anticipated. We have about 3 tons of lead at surface. A new shaft is very much wanted, on account of the distance of our workings from the bottom of the present shaft, and it is also necessary in order to ventilate the mine."

Business on the Mining Market is not particularly brisk, except when it receives a stimulus from discoveries in mines, or improvements in lodes, when large transactions are the result. The effect of raising the Bank rate of discount has been quite unimportant, and the aspect of American affairs are, upon the whole, deemed favourable for the future; moreover, the market is decidedly a buying one, and as there has never been a better choice of really sound concerns the advice is equally sound, come from what quarter it may, which encourages immediate investments or speculations in British mining properties.

From Mr. EDWARD COOKE:—A very large amount of business has been done in the Mining Market during the past week, and altogether business has been more active than for a long time past. The standard for copper ores having advanced, encourages the hope that a further advance will take place. Tin is also firm, and there is a general expectation it will advance in price immediately. Should this be realised a better price for shares in good mines will be obtainable. WHEAL BULLER shares have advanced 150 per cent. during the past two months. WEST CARADON shares have also advanced about 5*l.* per share. On April 1 last, in my weekly article, I stated that a few shares bought at the then current price (6*l.* to 7*l.*) could scarcely result in loss. In all probability they will still advance. NORTH BASSET shares have risen from 10s. sellers, to 20s. buyers, in the past few days, and TOLVADDEN shares have also advanced to 25s. buyers. With regard to this mine, when the investing public fairly realise the valuable improvements and discoveries that have been steadily taking place, the price of the shares will respond to the importance of the improved position of the mine. At the present price of the shares it is scarcely the value of the machinery, while the returns are already more than paying costs. At the meeting of the FRANK MILLS shareholders, held on the 9th inst., a most satisfactory statement was rendered, and, which, with the dividend of 7s. per share, will be in the hands of the shareholders in a few days. This is one of the best dividend mines in the list, and, if every reader of the Journal is not a shareholder it is not my fault, for I have constantly kept the mine before their notice for the past nine months, since which the shares have advanced about 100 per cent., and paid large dividends, and it will be a long time before the dividends will be less than they have been hitherto. I shall continue to advocate the merits of CHIVERTON MOOR, which I feel assured will become a good property. If it partakes of only a portion of the good fortune of the adjoining mine, West Chiverton (which is making a monthly profit of about 2500*l.*), it will be fortunate for those who hold the shares. There are very great and tangible reasons why this may be expected, seeing that it contains the same rich lodes, and its geological position in connection with West Chiverton is most excellent. WEST CHIVERTON is probably the richest lead mine that Cornwall has ever produced.

The low quotations of GREAT NORTH LAXEY shares has caused a great demand for them, but I believe that buyers have been disappointed in getting them at those quotations. I fear some parties who bought Great North Laxeys on the mine being first introduced have been inveigled into parting with their shares in exchange for others. They will find out by-and-bye that they have parted with the substance in exchange for the shadow, and probably something worse—namely, periodical calls. Now, in Great North Laxey Mine they have a property which, according to the most authentic testimony, is second only to the adjoining mine, Great Laxey, in the district, and which may (long before the capital in hand is expended) become a most valuable property. I may here repeat that there is sufficient capital in hand to work Great North Laxey, spiritedly for 18 months or two years without calling a penny from shareholders: and already there are several places producing from 10 to 20 cwts. of lead per fm. EAST LOVELL is now in a position that requires no advocacy from me or any one else. It is unquestionably a rich mine. The adjoining mines, both GREAT EAST LOVELL and NEW WHEAL LOVELL should not be lost sight of, but the shares should be bought while they are ridiculously low; and the same remark will apply to the Grylls Mines more particularly. WHEAL GRYLLS and EAST WHEAL GRYLLS shares will have a great rise in price upon an advance in the price of tin. NORTH ROSKEAR, with all its extensive workings, only made a loss on the past two months of about 350*l.* A little better price for tin would place this mine in a dividend state. There are only 700 shares, and at 15*l.* to 16*l.* is scarcely the value of the plant upon the mine. A good rise in the price of these shares is imminent. BOTTLE HILL shares, with the mine making a monthly profit, are selling at less than 15s. each. This is one of the anomalies in mining.

P.S.—Since writing the above, the manager's report of Great North Laxey has been received. It is worth a perusal. Coming events are said to cast their shadows before them. There are strong indications of a speedy discovery of lead in the shaft.

From Mr. WM. LELEAN:—The upward tendency of prices of almost all descriptions of stocks and shares continues, although the actual rise is, upon the whole, of an inconsiderable amount, and the business actually done is comparatively small, there being a general disposition evinced to postpone speculation for the present. The increased charge by the Bank for discount accommodation has had but little influence on the markets, the joint-stock banks and the discount houses doing a fair amount of business, at a rate sometimes equal to that of the Bank. Were it not for the uncertainty which attaches to the course which American affairs may take, unfavourable apprehensions being excited by the oft-repeated averments of the President—that treason is the highest crime known to a State, and that the rebel leaders must be punished and impoverished, and their social position be destroyed, and his repudiation of the conditions upon which Sherman accepted the surrender of Johnston and his army—there would no doubt be, and at once, a favourable and permanent movement to some considerable extent in all departments of trade and commerce, and, therefore, in all descriptions of shares and other securities. Even under present circumstances there is more buoyancy and more activity in all the markets. The news from America, which on Monday brought better prices for the securities that which have been in favour here, had a very favourable effect, some of them rising from 3 to 4 per cent.; and, had it not been for the heavy withdrawal of gold for the Brazils, everything would have been still better. In the foreign and colonial produce markets generally there is a good deal of activity compared with what there was two or three weeks since, and most of the principal staples show a better figure, although metals are, for the most part, moving but sluggishly. They are, nevertheless, moving in the right direction. On Thursday a large business was done in spelter, as there had been on Wednesday, at higher prices, and tin was steady, with Straits at 93*l.* cash, with a decided tendency to rise. The mining share market also has been, upon the whole, more lively, however, and some of the mines are realising better prices—as, for example, Great Laxey, Buller, Chiverton, Harriett, Great Busy, Frank Mills, North Shepherds, South Condurrow, West Caradon, and two or three others. What we have to hope for is such a revival of the metal trade as the restoration of peace in America must necessarily bring after it, and shares in all genuine mines, especially in tin mines, would show a material improvement in price. Of individual mines I may particularly speak of the NORTH ROSKEAR, the shares in which are very cheap at 15*l.* or 16*l.*, as the mine is so fast improving as to induce a belief that it will soon enter the list of dividend mines. Of CHIVERTON the same thing may be said; the shares are now to be bought at 6*l.* to 6*l.* 10s., but they will, I strongly incline to think, be more than doubled within a few months. WEST CHIVERTON shares should, above all things, be purchased without loss of time; they are now to be had at 62*l.* 10s. to 65*l.*, but they are really worth a great deal more, whether we look at the dividend the mine is now paying, or at the great riches there are in reserve. The MAUDLIN is doing well, for since the report which will, I presume, appear in another column, was written a private letter has been received, which states that they have commenced sinking a winze in the bottom of the 70 fm. level east, on a lode valued at 100*l.* per fathom. Shares in this mine, as also in the NORTH MINERA and the DEVON AND CORNWALL, which are sure to make profits almost immediately, should at once be bought. In fact, this is just the turning point, as there is good reason to believe, not only in the prices of these mines, but in those of several others, of which I would especially mention—though without intending to depreciate others not mentioned—REINNIE LAITH, CLIFFORD AMALGAMATED, COOK'S KITCHEN, EAST CARN BREA, FRANK MILLS, GREAT LAXEY, GREAT SOUTH CHIVERTON, TINCROFT, and WHEAL SETON, the shares of which may be safely purchased at present prices, with a reasonable prospect of a good profit, almost at once.

From Mr. THOMAS SPARGO:—The state of the Money Market is at present favourable to mining undertakings, for although the rate of discount has been slightly raised, money is abundant, credit good, and a certain confidence prevailing among commercial men. The results of the American struggle have acted favourably upon the money market, and new gold discoveries announced from various quarters strengthen the conviction that money will continue to be abundant. The progress of economic science upon the continent of Europe gives confidence in the same direction, and not only upon the European continent, but in America and Australia. There can be no doubt that the United States and our young colonies, whether in America or Australia, have been behind the mother country in the knowledge and application of the principles of political economy, but a great revolution in this respect is almost silently advancing. The death of Mr. Cobden has stimulated enquiry into his principles, as well as regret for his decease, and reflection upon his career. Thus we have guarantees in the increasing intelligence of the age, the communion of nations, and the necessity of international amity, for such a state of things as will keep money more at the command of those engaged in legitimate enterprise.

The condition of mining enterprise demands attention; its value is beyond exaggeration—mines are many. The metal markets are comparatively buoyant, and such a state of things always forms a juncture in which action is the rule in mining adventure. Let us look for awhile at some of the reasons why this activity should be stimulated or sustained. One of these reasons is the success which has attended practical and practicable undertakings. The LEVANT MINE is situated in St. Just, Cornwall; it commenced working in 1820, the outlay per share was 2*l.* 10s., the dividends paid up to the present time are 1091*l.* per share, and the returns for 1864 were 16,428*l.* 17s. 9d. CARN BREA is divided into 1000 shares, upon each of which 15*l.* has been paid, and the dividends per share have been 280*l.* The returns for 1864 have been—copper ore, 992 tons 7 cwts. 2 qrs., sold for 10,077*l.* 0s. 5d.; black tin, 513 tons 7 cwts. 3 qrs. 17 lbs., sold for 30,559*l.* 10s. 6d.; arsenic, 210 tons 11 cwts., sold for 122*l.* 16s. 8d.: total, 40,759*l.* 7s. 7d. EAST POOL is divided into 128 shares, upon which 24*l.* 5s. per share has been paid. The dividends received have been 369*l.* 10s. per share. LISBURNE MINE, in Cardiganshire, is divided into 400 shares, upon which 18*l.* 15s. per share has been paid; the dividends received amount to 427*l.* 10s. per share. Those dividends are irrespective of the value of the properties at the present time, which are now selling at about 20 times the amount of their original outlay. It is impossible to peruse statements like these, resting as they do upon the solid rock of truth, without perceiving that of all modern enterprises legitimate mining opens up the finest prospects. Men have been charmed with adventurous undertakings which, if successful, have paid well, but where the risks to property and human life might well have deterred the adventurers; but in the operations which have led to the results described above there has been little hazard of life and property, while rewards of astonishing magnitude have attended the ventures, associated only with peace, health, and industry. What contrasts such operations and results offer to the perilous ventures of the blockade-runner, the laborious hazards of the gold-digger, or the noxious occupation and desperate speculations of foreign mines. This is an age of banking companies; great profits have been made, and terrible losses incurred, inflicting disaster upon a whole country side. Banking companies have invested the capital of depositors in all sorts of wild adventures, keeping the unfortunate depositors in suspense and anxiety, and ultimately consigning them to ruin or serious loss; but in the honourable pursuit of British mining the investor can follow the operative course of his investments, and judge of his prospects through all the steps which conduct to a triumphant conclusion. We are now calling the readers' attention to the profits of honourable, practical, legitimate mining, irrespective of the variations of the share market, and the operations of all who concern themselves merely in the prices of shares for purposes of speculation A good solid prospective mining interest neither the "bulls" can shake by butting nor the "bears" crush by any pressure to which they might seek to subject it. Seriously placing this subject before our readers, the work of the progressive miner goes on irrespective of the eccentric and improper procedure of either "bulls" or "bears." We have alluded to dividend mines which have produced enormous profits, but it must be recollected that whoever purchases in these mines now must pay for the increased value of every share its proper equivalent, whereas he who invests in an accredited prospective mine has a fair chance—we had almost said an absolute certainty—of realising similar profits upon his investment. Let us illustrate this by noticing some progressive mines of prominence and interest. GREAT WHEAL METAL, situated in the parish of Breage, in Cornwall, producing tin, is an instance in point. The operations began about twelve months since; several lodes have been discovered, and four shafts have been sunk upon the main lode traversing the property, which is a continuation of the great Wheal Metal lode. This lode is worth from 10*l.* to 30*l.* per fm. for 200 fms. in length, and this within 10 fms. of the surface. When the necessary machinery for working this mine is applied it will obviously be one of the most valuable in Cornwall. EAST TRESAVEAN, situated on the same lodes, and to the east of the celebrated Tresavean Mine, is another property which is worthy of especial attention. This lode has realised half a million sterling in profits. It is a fact in mining, that when once a rich lode is discovered it is only necessary to pursue it to acquire great gains, and this will apply to East Trevean, and, indeed, to every good prospective mine. SOUTH LOVELL is another property worthy the consideration of capitalists. Very important discoveries have been made at a shallow level, the district is a first-class one for tin, and everything speaks well for the future of this mine. I have thus mentioned for the first time progressive mines in which enormous profits will be certainly realised.

FOREIGN MINES.

DON PEDRO NORTH DEL REY GOLD.—Capt. Treloar, April 1: By the East del Rey gold troop, which left on the 26th ult., in charge of Mr. J. Jory, I forwarded for delivery to the agents in Rio 3213 oits. of gold dust. This remittance is small, but in a few months more I hope matters as to produce will be more satisfactory. The produce to the 20th ult. inclusive was 736, including 80 oits. from Maquiné. Bawden's Mine downward is looking better, but the water is overpowering, so every effort will be made to get the shallow adit completed in another two months. No other points on the Morro de Santa Anna lodes require remarks in this place, but it is otherwise at Maquiné, where we have, I rejoice to inform you, discovered one of the gold-bearing veins. It was found on the 22d ult., and 80 oits. of gold were extracted in time to be forwarded by the gold troop. It will be found separate from the Morro de Santa Anna gold. This discovery has enlivened the spirits of all, but more must be laid open before I can venture to write further about it.

ANGLO-BRAZILIAN GOLD.—Captain Ireland, April 1: By the East del Rey Company's troop, which left on the 26th, I dispatched to the agents a remittance of 2489 oits.; this exceeds the previous one by 720 oitavas. The produce to the 20th ult. amounted to 747 oits. This return I consider very satisfactory, and hope it will be pleasing to the board. The works generally are being pushed on as usual. After due consideration, it has been deemed advisable to commence sinking a new shaft, to be called Dawson's. It will strike the deep adit where the latter strikes the lode between Foster's and Hayman's shafts.

Pressure on our space compels us to postpone several reports from Foreign Mines.

MINING IN IRELAND—THE BEREHAVEN MINES.

TO THE EDITOR OF THE MINING JOURNAL

SIR,—My present letter will, I am sure, afford you and your numerous readers pleasure, as it helps to show forth the noble, warm, and disinterested character of the Irish peasantry, though in one of the most isolated corners of our Green Isle. For the past half century the Berehaven Mines have been managed by John R. Reed (first the father and at his death the son); the son having been born in the place, grew up loved and respected by all the inhabitants. On the death of his father, he was, by the late John L. Puxley, of Dunboy Castle, appointed to fill his place as manager of that extensive concern. He has done so for 25 years, with the approbation of his employers, justice to those under him, and has won their warmest love. On leaving the home of his childhood, on Saturday, the 6th inst., the miners refused to work, determined they would accompany him part of his journey. All classes and ages felt his departure acutely; scarcely a dry eye was to be seen in that crowd. The horse was taken from his vehicle, and it was drawn by the men for miles. The scene at parting defies description; all striving, with tears streaming down their faces, to get to kiss his hand. They parted with pouring blessings on his head; and he, on his part, feeling it the greatest honour that could be conferred on him—"the poor man's friend." While over them he took care of the widow and the orphan, and has won undying honours. Now, dear Sir, I conclude this brief description, and am sure you will join with me and my neighbours in praying that wherever he goes the blessings of God Almighty may be with him and his family.

AN EYE-WITNESS.

MINE ACCIDENT.—At Wheal Seton, Samuel Coad was killed by the falling away of a stull; he was buried under 70 or 80 tons of stuff, and when got out was quite dead. Verdict, "Accidental Death."

MR. WILLIAM LELEAN'S "Stock, Share, and Insurance Register," the first number of which we noticed two or three weeks since, will appear in its second number, we understand, on Tuesday next, and comprise a large variety of original and collected matters, on almost every description of investment, thrown into a readable and attractive form.

RIGHTS OF WAY.—In the case of Freeman *v.* the Tottenham and Hampstead Junction Railway Company, the company (whose special Act embodied the Railway Clauses Act) were forbidden by their special Act from stopping up, obstructing, or impeding, except temporarily, any public highway, and were forbidden from doing so temporarily until they had made another good and sufficient road contiguous to the former. It was held by Vice-Chancellor Wood that the company could not be restrained from blocking up a road at the suit of a party who required the use of it for his own private purposes. The Vice-Chancellor said: "The 55th section of the Railways Clauses Act provides that anybody suffering from an obstruction to a right of way may have a remedy. If the plaintiff has a legal right, he can have it determined by an action."

HOLLOWAY'S PILLS are the most gentle, yet most effective aperients, and therefore better calculated for a family medicine than any other drug. They always set the stomach right, rouse the liver, stimulate the kidneys, and thoroughly cleanse the whole system. Holloway's pills are most useful in chronic weakness of the stomach induced by luxurious living, sedentary habits, or other causes. They have restored the emaciated to health after every other means had failed. While they are purifying they are strengthening; while regulating, they are increasing nervous and muscular power. These pills do not excite any violent action in the body, hence they are specially suited to the young and feeble, whose constitutions may be irretrievably injured by more powerful medicines.

Mining Correspondence.

BRITISH MINES.

BEDOL-AUR.—May 11: The end driving north on Brynia lode has been driven 2 ft. during the last week; a very nice branch of lead has been cut here, but I cannot say much about it, worth at present 6 cwts. per fm. The end driving north from Spencer's winze has been driven 3 ft. since last week's report; the lode is 8 in. wide, producing 5 cwts. of lead ore per fathom. The end driving north on Cortia Waen lode has been driven 2 ft. during last week; the lode is small and poor for lead. The end driving south on St. Vincent's lode has been driven 3 ft.; for all the length of drivage we have had a branch composed of clay, but unproductive for ore, on the footwall; it is now looking very promising, with a branch of solid lead 2 in. wide. The branch in the hanging wall is improving. This end will now yield from 20 to 25 cwts. per fm.

BEDFORD CONSOLS.—J. Mitchell, May 11: On Saturday last the cross-cuts were set to drive north and south in the middle adit level, by six men, at 9*l.* per fm., stented the month, or cut the elvan or lode. The ground in the cross-cut north still continues hard and spare for progress, but is of a highly mineralised character. In the cross-cut south the water is still coming from the end, which leads me to hope there is more lode standing further south. The men have been engaged the last few days in taking out some of the old air pipes which are worn out, putting in new, fixing trap-door in the shaft, &c., which has greatly improved our ventilation.

BEDFORD UNITED.—James Phillips, May 10: The stope in the 130 west will produce 3 tons of ore per fathom. The lode in the winze sinking in the 115 west is 2½ ft. wide, producing 3 tons of ore per fm. There are four stopes in the back of this level, each of which will produce 3 tons of ore per fm. In the 103 west we are still driving in a northerly direction. The stope in back of this level is worth 2 tons of ore per fm. There are two stopes in the 90 west, each yielding 2 tons of ore per fm. The south lode has not been taken down in the 80 west. The lode is not yet intersected in the 70 cross-cut north; but little has been done here in the past month, as the men have been employed stoping. The stope in the 70 west is worth 2 tons of ore per fm. There is no alteration in the 58 east, the lode being small and unproductive. The stope in back of this level, and the stopes in back of the 47 and 35, will each yield 2 tons of ore per fathom. In the 75 east and west, on the north lode, the ground is hard, being much mixed with capel; the lode has not been taken down since last report. In the 62 east the lode is 2½ ft. wide, producing good stones of ore, and is very promising for improvement. The ground here is very congenial.

BILLINS.—F. Evans, May 11: We shall finish the pitwork to the 80 in a few days, and expect to cut the lode in the 70 cross-cut east. Every stem it must have turned north a great deal. The pitch in bottom of the 70 west will produce 1 ton per fm.

BRIXHAM HEMATITE IRON.—W. Williams, May 9: Since we commenced driving our 17 fm. level west the lode has improved, being now 2 ft. wide, with every indication of further improvement. We have our incline to work at the Derrick stopes, and it answers admirably well. At our Derrick stopes the lode is much the same as last reported. Through the very heavy rain during the last few days we have not been able to do so much as we could wish.

BOSCAWEN.—R. Giles, May 6: The sumpmen are now engaged in taking down the lode at the 80, east of sump-winze, where the lode is worth 10*l.* per fm. The men are stoping in back of the 80, west of sump-winze; lode worth 6*l.* per fm. The lode in the stope in bottom of the 70, east of the sump-winze, is worth 10*l.* per fm. In the stope in bottom of the 70, west of No. 2 winze, the lode is worth 12*l.* per fm. The lode in the stope in back of the 70, west of Hunter's shaft, is worth 10*l.* per fm. The stope in bottom of the 60, west of sump-winze, is worth 8*l.* per fm. The lode in the 40, driving west of Hunter's shaft, is producing stones of ore, but not to value. The ground is still favourable for driving south of caunter shaft at the 30. The lode in the 30, driving east from Hallenbeagle, is worth 4*l.* per fathom. I calculate from two to three weeks more from this time to communicate Parry's shaft with the deep adit driving east from Hallenbeagle. Nothing else new since last reported.

BOTELET.—J. Trevillion, May 10: We have completed sinking the engine-shaft to the 36, also cased and divided down the shaft, so as to enable us to draw all the stuff with the whim. We have extended the cross cut 2 fms., and are hourly expecting to reach the western lode; the ground is favourable for exploring, and of a promising character, highly charged with mundic and good shoots of lead, which looks well for the lode. But little has been done in the 26 south since my last report, as I was obliged to remove the men to sink a winze in bottom of the 16 for ventilation. I am glad to say we have communicated to the stope on the western lode, and the air throughout the mine is very good. The stope in the back of the 26 is not looking quite so well as when last reported on.

BOTTLE HILL.—J. Eddy, May 10: The lode in the 12, driving east of new shaft, still holds its size, now about 8 ft. wide, and turning out work of better quality than it has for some time past. The lode in the stope in the back of this level is about the same size, and turning out work of good quality. The lode west of shaft, in the 12 end, and also the stopes in the back of this level, are turning out about the same quality tinstuff as for some time past. The lode in the rise in back of the 24 is about 8 ft. wide, worth about 7*l.* per fm.

BRONFLOYD.—T. Kemp, May 10: We have resumed the stoping above the back of the 52 fm. level, both east and west of winze, and the lode is still without change, yielding about 2 tons of lead ore per cubic fathom. The lode in Barton's cross-cut, in the same level, is much the same as when last reported; it still continues to produce stones of lead ore, and is very hard; present price for driving 9*l.* per fm. The stope in bottom of the 40 is producing 1½ ton of lead ore per fm. The tribute pitch above the 40 continues to look well, and the men are breaking some good lead.

BRYNFORD HALL.—Thomas Pierce, April 28: Our pitches are promising well at Grainger's. The 70 yard level, on Ward's vein, south-west from shaft, is yielding some ore daily, with great likelihood to improve day after day. The slope of orey ground which we have discovered is proving well as we go down, and by all appearances will drop into a vein. Simmons's shaft is looking very promising. We have some branches of lead running from hanging to heading side, which makes the vein likely to be a profitable one, and it will be a very strange thing to me if it does not turn out well. The Acr-fer vein discovered on the north cross-cut is yielding ore daily, and likely to improve.

BRYN GWIOG.—F. Evans, May 10: There is no particular change at the engine-shaft since the last report. We have much pleasure in reporting an improvement in the 102 east; the lode is about 1 ft. wide, producing excellent stones of lead ore, and likely to be of value shortly; in fact, there is a good course of ore immediately before this level, and any discovery here will be of importance. There is no particular change in the pitches; if anything, they are not looking quite so well as last reported, but we anticipate a change for the better. All the machinery is working well, and everything at surface and underground is being pushed on with energy. We sampled for next Thursday's sale 30 tons of lead ore.

BRYN GWYN.—W. Nottingham, May 10: There is no change in the level, driving south from the bottom of sump, in cross-cut, north side of incline, east of shaft; this being unproductive I have put two men from this place to break some lead from this joint, going north of said cross-cut. The sump on south side of incline, east of shaft, is sunk as deep as it is required for trying the ground around this place; we shall now resume driving the level south. The cross-cut driving west from bottom of incline, east of shaft, is less productive for lead, the joint being in rather a disordered state again, caused I think, by some north and south joints crossing this. The level driving north-east from bottom of incline, east of shaft, is in easy ground for progress; being near the top of the flat, we have the hanging-ground on the east side and limestone on the west side of the level. The latter will be our guide in driving this level, as it is my object to extend this level eastward as much as possible without leaving the flat. We have finished taking away the ore ground in the north part of the mine, and shall removed these men to make some trial in the ground above Clark's level. There has but little work been done in the stopes, north side of Simpson's level, since my last, one of the men being unable to work.

BRYNTAIL.—J. Roach, May 11: In the 20 east, on the south part, the ground has altered this week, and the lode presents indications of a very favourable character; the outside part, about 2 ft. wide, is apparently a good mixture of lead ore. We are desuing a piece of lode which we shall cut down to-morrow or Saturday, when I will again write you relative to it; in this level east, on the north part of lode, there is no alteration since last week. In the 30 east, driving on the south part, we expect to meet the ground alluded to in the 20 in a short time. The lode in the 30 west is 3½ ft. wide, containing a little ore; from the appearance of the ground I think the ore in the bottom of the 20 has dipped west fast, evidently influenced by a slide that crosses that level.

CAPE CORNWALL.—Ralph P. Goldsworthy, May 10: The lode in the 90 and 80 continues to yield good stones of tin. In the winze sinking below the 80 the lode is 4 ft. wide—tinny, of a very promising character. In the 70 east, 50 fathoms from the shaft, we have cut through the lode, and find it fully 4 ft. wide, producing tinstuff of 3 cwts. of tin to the 100 sacks. In the winze sinking below the 70 east the lode is large, and very kindly. The 70 west, and the winze sinking below that level, are without change. This remark will apply to the stopes in back of the 55 east.

CARADON AND PHŒNIX CONSOLS.—W. Richards, May 9: The engine-shaft is now 6½ fms. below the 30 fm. level, and I am glad to acquaint you that the ground is improved for progress, the present price being 20*l.* per fathom, stented the month. The lode in the bottom of it is 4½ feet wide, containing quartz, capel, peach, lumps of mundic, and a little yellow copper ore—a promising lode. During the past fortnight we have intersected the eastern cross-course, and I am glad to say the lode on the eastern side of which presents very much better appearances, the leader part being 18 in. wide, and contains kindly quartz, blende, peach, quantities of mundic, and good stones of yellow copper ore; the other part of the lode being capel, impregnated with mundic—a very strong and promising lode for the depth. The prospects of the mine are very good and cheering at the present, and we anticipate much better things as we get deeper.

CARADON CONSOLS.—Wm. Rich, May 9: During the past week we have driven through a small branch in the 80 south, containing good spots of rich yellow and black copper ore. The cross-course on which we are driving carries pretty much mundic, and seems very kindly.

CARDIGAN CONSOLS.—James Sanders, May 11: We have intersected the lode in the cross-cut south in the 20. I have been underground this morning, and I am pleased to say that, as far as can be seen, it is a very promising-looking lode, with good spots of copper ore in it, and a great quantity of water issuing from it; in fact, I have not seen one-third the quantity coming from either level in the mine for the last seven years. By the present appearance of the lode, and the ground in connection with it, I am led to believe that when developed at a greater depth it will turn out well, but as only two or three holes have been blasted in it, I cannot at present state the width of it, you will hear more about it in a few days. The part of the lode driving on in the 20 east is very small and poor. The lode at this point being in a disordered state, I think the main part of it is standing to the south, which I think it would be advisable to prove by driving a cross-cut a fathom or two in that direction. The lode in Esgairfraith adit, driving east, is very wide; in fact, neither side of it is to be seen in the level at present: it is a very fine-looking lode, with good lumps of copper ore occasionally, but not in sufficient quantities to set a value on. Looking at the appearance of the lode in this place, being only 15 fathoms below surface, my opinion is that something extraordinary good will be met with when opened out at a reasonable depth (say 20 or 30 fathoms deeper). The lode in the boundary adit is all the width of the level, and part of it standing by the side, but poor at present, which may be accounted for by a band of black shale and mundic, which came into the level from the north side, and running almost parallel with the lode, but inclining rather to the south; and I think it will go out of the lode again on the south side. I do not expect the lode will be of any value for mineral until it is clear from the influence of the shale, but after that I think an improvement may be expected. Although the mine is poor at present, I consider the prospects are very encouraging, and when properly developed, will make a good mine. Taking into consideration the character and the appearance of the lode (or what may be termed mineral channel), and the depth of the mine (only 30 fathoms below adit), I do not hesitate to say that I believe, if properly developed and extensively, it will be one of the best mines in Cardiganshire.

CARN CAMBORNE.—J. Seccombe, May 8: We are making fair progress in sinking the engine-shaft below the 40. In driving the cross-cut north in this level the ground is a little improved.—South Lode: In the 40 east the lode is producing saving work; west, in this level, the lode is yielding 4 tons of copper ore per fathom. In the 30, east and west, the lode is producing stones of ore.—Clarke's Lode: The midway west is poor; in driving east in this level it is producing stones of ore. We have resumed the sinking of the western shaft below the 13, where the lode is yielding 1½ ton of ore per fathom. The various stopes are producing their usual quantities of ore.

CASTELL CARN DOCHAN (Gold).—J. Parry, May 9: We continue to find specks of visible gold. We have obtained 2 ozs. 6 dwts. 6 grs. of gold, from 19 cwts. of lodestuff, since my last by the Britten's machines. The stamps are completed, and have been put to work to-day. They will require a little alteration before we get to work.

CLARA UNITED.—J. Lester, May 10: Llywernog: The lode in the 50 east is about 2 ft. wide, composed principally of quartz and blende, with a little lead ore, but not sufficient to value. Although the 50 west continues to carry a fair mixture of lead and blende, it is not quite so good as it has been.—Dolwen: The level is now extended west far enough to be under the level driven east from the bottom of engine-shaft. I have put men to open a rise to it, and in doing so we have cut some very fine stones of lead ore. We shall not be long before we make the communication, then the lode will be taken down its whole width, and I shall be able to report upon its value; it looks now most promising.

CLOWANCE WOOD.—E. Chegwin, May 10: We are still getting on well with cutting the plat; ground favourable, and we expect to complete it in a fortnight. The engine still continues to work well.

CROWAN CONSOLS.—J. Vivian, W. Thomas, S. Simons, May 10: The engine-shaft is now down 7 fms. 3 ft. 8 in. below the 30; let to six men and three boys, at 3*l.* per fathom; it is advisable to push down the shaft as fast as possible, therefore we have increased the number of labourers. In the 30, east of engine-shaft, we have set the men a contract to take down the north part of the lode to the present end, at 3*l.* per bargain; we think the lode altogether is about 4 ft. wide, composed of spar and peach, with occasional stones of copper ore. The 20 cross-cut to drive north towards Curtis lode, with four men, at 3*l.* 10*s.* per fm. We have also increased the number of men in this end, as we expect to reach the lode in the present month. The 20 is driven west of engine-shaft about 25 fms., where we have reached the elvan course, and have thought it wise to suspend its driving for the present. We have set the back of this level on tribute to two men, at 12*s.* in 1*l.* The 30 is driven 34 fms. west of engine-shaft, and is very near the elvan course; it would be unwise in our opinion to drive it any further, as the water is rather abundant.

DEVON AND CORNWALL UNITED.—T. Neill, May 9: In the 12 no lode has been taken down since the meeting. The lode in the winze sinking in bottom of the deep adit level is worth 8 tons of ore per fathom. The lode in the rise is worth 6 tons.—William and Mary: The lode in the 34 east is much the same, worth 4 tons per fm. The lode in the 22 east is much the same. The lode in the winze sinking below this level is 8 ft. wide, a fine course of ore, worth full 16 tons of ore per fathom. Two stopes in the back of this level are worth 12 tons each per fathom.

EAST BOTTLE HILL.—J. Eddy, May 11: We have continued driving south through the elvan course; the ground has been found rather hard for driving. I am happy to say we have got through the elvan, now into killas, being easy ground, therefore I am of opinion that we shall see the lode in a week or ten days from this time.

EAST BROOKWOOD.—T. Bennett, May 10: We have intersected the lode at the 20 cross-cut north, and have cut through about 2½ ft. of the same; the lode is composed of quartz, peach, and ore, yielding of the latter 1 ton per fathom. After we have reached the north wall of the lode we intend driving east on its course, where it is evident, judging by the dip of the shoot of ore in the 10, that we may reasonably expect an improvement. We have also reached the north lode in the trial shaft; it is composed of peach, quartz, and occasional stones of ore. In sinking the trial shaft we passed through a large, masterly south underlie lode, which yields good stones of ore.

EAST CARADON.—J. Seccombe, May 10: Caunter Lode: The 80 east is worth 12*l.* per fathom; the 80 west, 10*l.*; the 90 east, 8*l.*; and the 90 west, 18*l.* per fm.—South Lode: The 80 east is worth 6*l.* per fm.

EAST CARN BREA.—Thomas Glanville, James Scholar, May 10: In the 70, driving east of the cross-cut, the lode is 2 ft. wide, producing 1 ton of ore per fm. In the 70, driving west of the cross-cut, the lode is 2 ft. wide, producing stones of ore. In the 60, driving west, the lode is producing 1 ton of ore per fm. In the 60, driving east of Thomas's shaft, the lode is divided by a horse of killas; the south part is 2½ ft. wide, producing 5 tons of ore per fathom, and the north part is 3 ft. wide, producing 2 tons of ore per fathom. In the 50, driving east of Thomas's shaft, the lode is producing 1 ton of ore per fathom. In the rise against Buckley's shaft the lode is producing 2 tons of ore per fm. The other parts of the mine are without change to report on.

EAST CHIVERTON.—J. Nancarrow, May 9: Last Saturday being our setting-day, I beg to report the engine-shaft is sunk 6 fms. 4 ft. below the 50; ground sunk last month 2 fms. 3 ft. 6 in., leaving 3 fms. 2 ft. more to sink the shaft to the 60. No change in the lode since my last; the country is congenial for the production of silver-lead. We have set the shaft for the present month to eight men, at 18*l.* per fm. We hope to sink the shaft to the 60 in six or seven weeks from this date. The new shaft north is sunk 6½ fms., and secured; ground still good; set to three men, for a month, at 1*l.* 15*s.* per fathom. We are pushing this as fast as possible, as it is the season of the year to do surface work.

EAST DARREN.—May 2: Taylor's Shaft: In the 116 east the lode is about ½ yard wide, producing a little ore, but not to value, but we still look forward for an improvement in this level, as we are approaching the runs of ore ground passed through in the level above. In the 104 east the lode is from 5 to 6 ft. wide, producing about 1½ ton of ore per fathom. In the 92 east the lode is from 3 to 4 ft wide, composed of a clay-slate, carbonate of lime, and blende, but unproductive for lead ore at present. In the 92, east of boundary winze, the lode is large, intermixed with small spots of lead ore, but not a sufficient quantity to value, and ground very hard for exploring. In the 80 east the lode is from 2 to 3 feet wide, composed of a dark clay-slate, blende, carbonate of lime, and producing stones of ore at times, but not a sufficient quantity to value. In the 68 east the lode is from 3 to 4 feet wide, producing about 1¾ ton of lead ore per fathom.—Reed's Shaft: In the 80 west we are stripping down the north part of the lode, the lode being ½ yard wide, producing small branches of ore, but not a sufficient quantity to value. The stopes and pitches throughout the different levels still continue to yield about their average quantities of ore. We have this day sampled 75 tons of silver-lead ore. Our machinery, with all surface operations, are progressing satisfactorily, and we have now some very nice showers of rain, after a long, dry, and warm month, and we hope those showers will give us water enough for some time.

EAST GREAT WORK.—J. Lean, May 10: The ground in the engine-shaft continues hard, and the progress less satisfactory than it has been. In the 10 west we have driven about 9 feet south, and intersected the south part of the lode, which is about 1 ft. wide, composed of spar, mundic, and jack, with spots of copper ore.

EAST GUNNISLAKE AND SOUTH BEDFORD.—James Phillips, May 11: The lode in the deep adit is still improving, and is now producing good saving work, with every appearance of a further improvement. Other parts of the mine are looking much the same as when last reported on.

EAST JANE.—J. Seccombe, T. Hodge, May 11: Setting Report: The 36 to drive south by six men, at 2*l.* 15*s.* per fm.; lode greatly improved, now yielding 8 cwts. of lead per fm. The 26 to drive north by two men, at 35*s.* per fm.; lode poor. The 26 fm. level cross-cut west by two men, at 45*s.* per fm.; ground easy, and favourable for lead. The 26 fm. level cross-cut to drive east from south level by two men, at 45*s.* per fathom; we think we are near a lode or branch, as the ground is letting out more water. The deep adit to drive north by two men, at 30*s.* per fm.; lode producing stones of lead. A pitch in back of the 36 south by six men, at 4*l.* per ton, and one in back of the same level by four men, at 6*l.* per ton. The ground in the shaft is improving as we sink. We shall sample a parcel of lead next week.

EAST PROVIDENCE.—T. Uren, W. White, May 10: The following bargains were set on Saturday last:—Boorman's shaft to sink below the 40, by twelve men, at 18*l.* per fathom; we expect to communicate this shaft with the rise in the back of the 50 in about five weeks; the latter is now working by six men, at 12*l.* per fathom. Boorman's shaft to sink below the 60, by six men, at 13*l.* pear fathom; lode worth 8*l.* per fathom. The 70 to drive east from Wilson's shaft, by six men, at 7*l.* per fathom; lode producing stamping work for tin. The 60 to drive east of the junction, by six men, at 4*l.* 10*s.* per fathom; lode worth 8*l.* per fathom. The 60 to drive north-east on the caunter, by six men, at 8*l.* per fathom; lode worth 6*l.* per fathom. The 50 to drive east of the cross-cut, by six men, at 7*l.* per fathom; lode producing stamping work. A winze to sink below the 50 fm. level, by six men, at 7*l.* per fathom; lode worth 8*l.* per fathom.

EAST ROSEWARNE.—John James, May 11: In the 85, east of Hallett's shaft, we have a good branch of ore towards the bottom of the level 6 in. wide. In the 85 west the lode is improving in appearance, and producing good stones of ore. I think we shall have a good lode shortly. The lode in the 75 east is small and poor. We have just commenced to sink a winze below the 75, west of Hallett's, and under the slide. I cannot report its value this week, but, judging from what we have had in the level, we may expect a good lode. In the 75, east of King's, the lode is 1 ft. wide, worth 7*l.* per fathom. There is no lode taken down in the 75, west of King's, since last report. It seems to maintain its former value—20*l.* per fm. In the 65, west of King's, the lode is split and disordered by a horse of killas. I think this is but temporary, and that we shall again have a good lode in this level. The two stopes in the back of the 65, east of King's, are worth 7*l.* per fm. and 12*l.* per fm., respectively. The two stopes in back of the 65, west of King's, are each worth 15*l.* per fm.

EAST ST. JUST UNITED.—J. Carthew, P. Casley, May 10: Since the last report we have fixed the flat-rods from the water-wheel to the Cranjack engine-shaft, and also fixed the pumps and rods in the shaft; we are now clearing up below the deep adit. We have completed the cutting down Ageworth shaft to the deep adit, and have now six men clearing up below; shall try to get this shaft down 10 fms. below the adit by the time the steam-engine goes to work, for being in a good run of tin ground we can, if thought desirable, commence the extending the levels east and west under the tin ground. The cutting down and making good the engine and North Bosarne shafts are being proceeded with; the masons are getting on well with the engine-house.

EAST TRESKERBY.—John Nancarrow, May 9: The north lode looks better in the 30 east, it is now 9 inches wide, composed chiefly of mundic, with which is mixed a little blende, tin, and copper, and it looks as if it would soon become valuable. The ground has been spare for driving, but we hope to get on faster now, and every exertion is being made to extend this level as fast as possible. The lode in the 30 east is more regular than it has been; it is in a good channel of ground for tin, and from appearances in the level above there is reason to expect an improvement shortly. The stope in the back is worth from 6*l.* to 7*l.* per fathom. The stope below the 12 west is worth 7*l.* per fathom. The tributers in the back and bottom of the 12 can get fair wages, according to the present appearance of the pitches.

EAST WHEAL GRYLLS.—May 11: Agent's Report: Middle Lode: The 17 is driving east of Firmstone's engine-shaft, by four men, at 5*l.* per fathom; the lode is 3 feet wide, worth 3*l.* per fathom. In the 10 we are driving east of this shaft, by two men, at 1*l.* 10*s.* per fathom, the lode being worth 5*l.* per fathom. The adit level is driving east of Curtis's shaft, by six men, at 2*l.* 10*s.* per fathom; the lode is 3½ feet wide, worth 12*l.* per fathom. This level is also driving west, by two men, at 2*l.* per fathom; the lode is worth 2*l.* 10*s.* per fathom. Curtis's whim-shaft is sinking by four men, at 2*l.* 10*s.* per fathom; the lode is worth 6*l.* per fathom. The 15 is driving west of new whim-shaft, by two men, at 2*l.* per fathom; the lode is 2½ feet wide, and will just pay for driving.—Fisher's Lode: The 10 is driving east of Thomas's shaft, by two men, at 3*l.* per fathom; the lode at the present time is small and poor, but we expect to cut the middle lode in a few fathoms driving. At the point of intersection it is most likely we shall have an improvement; this level will then be extended on the middle lode, under the tin-bearing ground gone down in the bottom of the adit, at Curtis's whim-shaft. Our tribute setting for the present month is as follows:—Two men at 8*s.* in 1*l.*, three men at 10*s.*, four men at 11*s.*, four men at 14*s.*, and four men at 15*s.* in 1*l.*, at a standard of 50*l.* per ton, the tributer paying all expenses. We sold on the 4th inst. 4 tons 16 cwts. 2 qrs. 9 lbs., of black tin, amounting to 246*l.* 15*s.* 7*d.*, the produce of one month.

EAST WHEAL LOVELL.—R. Quentrall, May 10: The lode in the new shaft, sinking below the 40, still continues to open rich, and having since my last report measured all the ground taken away below the 40, I can with safety say that my valuation of the lode has been under its real value. The lode where we left off stoping, west of shaft, is on an average 4 feet wide, with a rich leader of tin.—South Lode: In the cross-cut south, in the 40, the lode is cut into 3 feet; this appears at present to be the width of the lode. I have directed the men to open east and west, and will state the result next week; I value the lode at present at 60*l.* per fathom. In the south shaft, below the 20, there is not much alteration; we have about 2 fathoms more to sink to communicate with the cross-cut, when the reserves on this lode will be available. The Turnpike shaft is sinking by nine men, at 7*l.* per fathom. I do not intend to answer Capt. Burgan's letter—results will speak for themselves.

EAST WHEAL RUSSELL.—J. Goldsworthy, May 10: Homersham's shaft is being pushed on with all speed. In the 130, east of Soper's cross-cut, the lode is from 4½ to 5 ft. wide, composed of capel, quartz, prian, mundic, and produces saving work for copper ore, with a promising appearance to further improve.

— Jas. Richards, May 11: Homersham's Shaft: In the winze sinking below the 130 east, on the south part of the lode, the ground is favourable for progress. In the 130 east, west of Soper's cross-cut, on the north part of the lode, the lode, or part carried, is 4 ft. wide, composed of mundic, gossan, iron, quartz, and a little ore. In the 130 east, and east of Soper's cross-cut, on the north part of the lode, 4½ ft. of the south part thereof is being carried; it is composed of mundic, prian, capel, quartz, and black oxide of copper. In the 130 east, and east of Soper's cross-cut, on the leading part of the lode, the lode is from 4 to 5 ft. wide, composed of quartz, mundic, prian, capel, and some good saving work for copper ore, and is again very promising. In the 77 east, west of Northey's cross-cut, on the north part of the lode, the lode is worth 7*l.* per fm. In the 45 east the lode is 3½ ft. wide, and yields occasionally good stones of ore. In Williams's cross-cut north, at the 88 west, the ground continues favourable for driving.

EAST WHEAL TOLGUS.—May 10: Redruth Consols Lode: The lode in the 34, east of John's shaft, is 20 inches wide, composed of spar, peach, and mundic. The ground in the 34 cross-cut is hard.—Little's Lode: The lode in the adit level, west of new shaft, is 18 inches wide, composed of spar, gossan, and mundic.—Hocking's Lode: In the adit level, east of new shaft, the lode is 14 inches wide, composed of spar, mundic, killas, and spots of ore. The lode in the end, west of new shaft, is 1 foot wide, composed of peach, mundic, and spots of ore. The ground in the adit cross-cut is easy for driving.

FURSDON.—J. Collins, May 10: The ground in the end in the 21 west is a little more firm. Judging from its appearance, we shall soon get through the unsettled ground. The lode in the end in the 21 east is the same in value as last week; it is carrying a regular wall, with a slight underlie south. The pitch is the same in value as before, but I believe we shall have more ore from it in the next two months. We are getting on fairly with dressing 50 tons for the next sampling—for one month.

GAWTON COPPER.—G. Rowe, May 6: The ground in the 50 cross-cut, north from engine-shaft, has much improved in character and for progress as we approach the lode; the distance driven during the past month is 5 fms. 3 ft. The part of lode carried in the 36 west is 4 ft. wide, producing a little ore at present, but not quite so good as it hitherto has been.

GLASGOW CARADON.—W. Taylor, May 10: Caunter Lode: The 65 west is worth from 12*l.* to 15*l.* per fm. The 65 east produces good stones of ore, with an improving appearance as it leaves the cross-course. In the 52 west the lode is large, and producing some good ore, but slow for progress.—McClure's Lode, 65 West: The part being driven on is a good branch of ore; we are pushing on to the junction of this with the other parts of the lode as fast as possible. We are driving by the side of the south lode, in the 52 west; we shall take it down by the end of this week; ground favourable. The stopes are without much alteration, turning out fair quantities of ore. No change to report in the cross-cuts. The ground in the engine-shaft is more favourable for sinking, and we are making better progress.

GOLCH HILL.—May 11: The 60 fm. level end, driving north from shaft, is still in hard ground; the lode is 3 in. wide, and spotted with ore throughout. Harvey's shaft has been sunk 3 ft. during the week; lode 1 foot wide, producing some good stones of ore occasionally, and is composed of clay chiefly, of a most promising character.

GOTHIC.—J. Williams, May 9: I beg to acknowledge the receipt of the money for the pay. The air is getting close in the bargain next to the engine-shaft in the adit level westward, and we shall be obliged to make a hole through to the shaft, which will thoroughly ventilate it. I should like you to see the course of ore in these backs; we have dressed from 3 to 4 tons from the first stope to the westward since the frost has gone; this great lode is well charged with spar, fine lodestuff, and ore. I believe that this ore ground will hold westward into the high gronnd before us, forming extensive masses of ore for greater distances. It looks like all the great mines that have been opened in this country when the ore ground was first discovered in them, and I really believe these western workings will form a very firm and profitable mine. We have no change requiring particular observation in the other bargains in the mine, but the adit driving westward, which is the main point, is in a fine lode, with a good course of ore in it and spar, letting out much water.

J. Williams, May 11: I have just set a bargain to six men to raise ore on the same conditions as the tributers working in the bargain in the back of the adit level. The new pitch is in the back of the 25 fathom level, west of engine-shaft; there is an opening in the lode on the south side of the workings that I think will form a good course of ore. The takers deliver the ore at 9*l.* 10*s.* clean to the standard at Aberystwyth, and we expect this ore is worth 14*l.* 10*s.*, leaving from 4*l.* to 5*l.* per ton profit, but I have promised them 2*l.* for taking down some loose ground in cutting a drift to the engine-shaft for air. The parcel of ore dressed since the frost in April is now almost ready for delivery. I think the mine will give a fair profit on the next two months' working, as the weather is now very favourable for mining and dressing.

GREAT BRIGAN.—J. Tredinnick, May 11: Since the last meeting we have cut a plat in the 10, west of the new shaft, and extended the end west 13 fms., by six men, at 6*l.* 10*s.* per fm.; the lode for this driving has produced a little ore, but not to value; I anticipate an improvement in this level shortly, as we had a good shoot of ore gone down in the bottom of the level above, west of the present end. We have communicated the deep adit west of the new shaft, to the deep adit east of the cross-cut, which has well ventilated this part of the mine. No. 1 winze, sunk east of cross-cut, below the deep adit, 9 fms., by six men, at 7*l.* per fm.; the lode for this sinking has varied in value from 5*l.* to 15*l.* per fm. for copper ore. We are driving east and west from the bottom of said winze, by six men in each end, at 7*l.* per fathom; the present value for copper ore 6*l.* per fm., and we expect a further improvement. No. 2 winze is sunk below the deep adit 9 fms., by six men, at 7*l.* per fathom; for this sinking the lode has varied in value from 6*l.* to 10*l.* per fm.; we are driving east from the bottom of this winze, where the lode is worth for copper ore 6*l.* per fm.; this end will be communicated to the end driving west of the new shaft in the 10 in about two months from this time. We have opened some good ore ground in this part of the mine, which will be available as soon as the ends are holed; we shall then be able to stope this piece of ground on tutwork at a fair profit, or on tribute at from 6*s.* to 8*s.* in 1*l.* A cross-cut has been driven south of Highburrow shaft 10 fms., by six men, at 6*l.* per fm., and at that point intersected the elvan course, which underlies north about 3 feet 6 in. in 6 ft.; the end is driven about 3 fms. in the elvan, and still driving by six men, at 6*l.* per fm. We expect to cut the Wheal Saturday lode, south of the elvan, which no doubt will be found productive. According to the bearing of Saturday lode, it will pass through the elvan between this cross-cut and the end driving west of the new shaft in the 10, which is a very important point to prove. Since the last general meeting we have put the 70-in. engine to work, and drained the water to the 60, which has enabled us to clear up the western whim-shaft to the 42, and the shaft is sunk below the said level 4 fms. on the south part, by six men, at 8*l.* 10*s.* per fathom; the lode is in the elvan, it looks kindly, and produces a little ore; at this depth we have cut water. In the 42, a cross-cut has been extended north 10 feet, which intersected the north part of the Brigan lode, and has been a productive piece of ground, worth from 12*l.* to 16*l.* per fm. for copper ore. A winze has been sunk below the 42, west of the western shaft, 4 fathoms, by six men, at 7*l.* 10*s.* per fm.; the lode in bottom of the winze is disordered by a hard floor of spar; in the top of the winze the lode is worth for copper ore 8*l.* per fathom. The 42 has been extended west of the western shaft about 9 fms., by six men, at 7*l.* 10*s.* per fm.; the lode has improved in the end during the past week, and is now worth for copper ore 15*l.* per fathom. This lode is in the elvan, and underlies a little north, and looks a very promising piece of ore ground from the shaft to the great cross-course, which is from 80 to 100 fms. further west. Judging from the appearance of the lode in the end, I have every reason to believe that good bunches of ore will be discovered between the present end and the above cross-course. The present prospects in this part of the mine are very encouraging, and if this part of the lode continues, we shall soon be in a position to increase the returns.

GREAT DEVON AND BEDFORD (Colcharton).—J. Richards, May 11: The ground in the cross-cut, driving north at the 50, is still very hard for progress; the same is extended from the engine-shaft 2 fms.; we have got about 4 fms. 3 ft. further to drive previous to intersecting the lode, which will occupy nearly three months, should the ground continue as at present. The lode in the 40, driving east, is about 2 ft. wide, of a very kindly description, being composed chiefly of capel, mundic, killas, quartz, with a small portion of black and yellow copper ore. I would call your attention to the continuance of this end until the cross-course is reached, and the lode seen east of the same, which is about 19 fms. ahead, and will take about two months to accomplish, by four men. At the same level, driving west, the lode is small at present. I expect a change here in a short time, as we are approaching the ore-bearing ground experienced at the 30; I am pushing on this level as fast as the nature of the ground will admit. At the 30, driving west, the men are engaged in desuing the lode; I expect in the course of a few days we shall be taking down the lode again; when we last took down the lode it was about 3½ ft. wide, having a very strong and healthy appearance. A branch of capels and mundic will fall in (or unite) with the lode in about 2 fms. further driving, which I hope will embrace the value of the same.

GREAT EAST LOVELL.—J. Burgan, May 11: The engineers and tradesmen are making very good progress in the erection of the machinery and buildings. We are preparing to sink a new engine-shaft from surface, which will be commenced next week. We expect 20 fms. sinking will cut the main lode, besides other branches.

GREAT NORTH DOWNS.—J. H. Crase, M. Jenkin, May 11: Vivian's engine-shaft is sunk about 4 fms. 3 ft. below the 67; the ground in the bottom of the same continues exceedingly hard, and is, consequently, very spare for sinking. We are satisfied we have a good pare of men in this shaft, who are doing their best, but the sinking is very slow, and unsatisfactory to them and ourselves. The present price for sinking is 42*l.* per fathom, which must be very much increased when set again, unless the ground changes for the better. The 67 is driven about 12 fathoms west of engine-shaft. The lode in the end is 6 feet wide, producing a little copper ore, but not sufficient to value. The level above west from this end opened good tribute ground, and we expect similar results in this level, as it is being extended in that direction; present price for driving by four men, 10*l.* 10*s.* per fathom. The 57 is driven west of engine-shaft 50 fms.; the ground in the end is hard, and the lode unproductive, and we have, consequently, suspended the driving. The 57 is driven east of Jenkins's shaft 52 fms.; this has opened ground that will pay about 10*s.* in 1*l.*; the lode in the present end is 2 ft. wide, worth 10*l.* per fathom; driving by four men, at 7*l.* The 57 is driven east of cross-cut, on Pendarves lode, 20 fathoms; in the end the lode is much larger than we have ever seen it before, being 3 ft. 6 in. wide, consisting principally of quartz, impregnated with mundic and copper ore, and we think promising for an early improvement; present price for driving, by four men, 6*l.* 10*s.* per fm. The 60 is driven west of Sleggan's shaft 8 fms.; the lode in the end is 2 feet wide, worth 5*l.* per fm. By continuing driving this level west we hope to meet with the shoot of ore gone up in back of the 70, where the lode is worth 25*l.* per fathom; present price for driving the end, by four men, 5*l.* per fathom. The 75 is driven west of King's shaft about 20 fathoms; the lode in the end is 3 feet wide, promising in appearance, and worth 10*l.* per fathom; driving by six men, at 7*l.* During the past four months our tutwork operations have been very much retarded on account of the water rising and covering our bottom levels at King's and Sleggan's shafts, which has been a source of regret and disappointment to us, in not being able to develope the best part of the mine, and our returns having been much less than they otherwise would have been, but we are glad to say the water is sufficiently low at King's shaft for us to drive the 75 west, and at Sleggan's it is 4 feet below the back of the 70, which we hope to drive east and west in good ore ground in a few days. At Wheal Rose the lode will be cut in the 90 in about a week from this time, which will drain the water from the eastern part of this mine sufficiently to enable us to sink the two latter shafts 12 fathoms deeper, the lode in the bottom of King's being worth 15*l.* per fathom, and can be sunk for about 6*l.* In the bottom of the 80, at Wheal Rose, near our boundary, there is a lode worth 50*l.* per fathom, which we regard as being very important to us in sinking King's shaft below the 75. The lode in the bottom of Sleggan's shaft is worth 20*l.* per fathom, and can be sunk for 5*l.* In the next four months we recommend the present mode of tutwork operations in the western part of the mine, together with driving the 67, east of Jenkin's shaft, and the opening up the bottom of the eastern part of the mine, with as much dispatch as possible, irrespective of any cost that may be incurred in doing it, which we believe will be for the ultimate benefit of the shareholders, and very much enhance the value of the property. The skip-road at Sleggan's will be completed this week, which will facilitate our working, and reduce our drawing charges 60 per cent. at that part of the mine.

GREAT NORTH LAXEY.—R. Rowe, May 10: The only change in the shaft, sinking below the 60, was that on Thursday night. After firing a sumping-hole in the lode, we tapped a very heavy feed of water, which in a few minutes filled the shaft 12 feet, and we only mastered it on Saturday, with the wheel and lift going at its utmost speed; at present all we can see is an open joint containing lead going down in the very bottom, and from which this extra feed of water is issuing. I have no doubt we are close upon

a large and open lode below us, and, if so, there is every likelihood of its being proportionately productive; the shaft is down 12 fms., but this change induces me to keep on sinking. The lode in the 60 fm. level end continues about 3 ft. wide, and worth 1 ton of lead to the fathom. Other places about the same as last reported on.

GREAT RETALLACK.—W. H. Reynolds, May 10: We are making favourable progress driving the adit end east, and sinking No. 9 shaft. No. 8 shaft is not yet as deep as the adit, but we shall wait until the adit is under it, and then rise against it. The men from this shaft are preparing to drive west from old mine to meet the adit end east.

GREAT SOUTH CHIVERTON.—J. George, May 11: The ground in the cross-cut is still spare for driving, so that we have not been able to advance so fast. We have not yet reached the south lode; the end is letting out more water, and we are passing through a branch of blue slide and mundic, which indicates we are getting near the lode. In driving east on the new lode we have met with elvan, which has rather disordered it.

GREAT SOUTH TOLGUS.—J. Daw, May 10: In the 166, east of Lyle's shaft, the lode is 8 in. wide, composed of peach and spar. In the 154, east of shaft, the lode is 2 ft. wide, producing 2 tons of copper ore per fathom; the end has passed through the cross-course, but is still disordered by it. In the 140, east of new shaft, the lode is 1½ foot wide, composed of spar, peach, and mundic. In the winze sinking below this level, and 12 fms. west of new shaft, the lode is 3 ft. wide, producing 4 tons of copper ore per fm. In the 100, east of Noel's shaft, the lode is 1½ ft. wide, producing stones of ore.

GREAT WHEAL BADDERN.—R. Pryor, H. Tregoning, May 10: Hill Brothers Engine-shaft: The ground in the 75 cross-cut north has become a little more favourable for driving. We have this day cut another branch in the 63 cross-cut south, which is composed of white iron and mundic, with spots of lead; the ground in this end is also more promising for driving, and has been re-set to-day at 11l. per fm. The lode in the 12 is worth 5l. per fathom. Our tribute pitches are looking a little better, and we have drained the water as low as the 20, and hope to be able to resume the driving of the 25 within a fortnight of this time, when we shall at once increase our returns of tin.

GREAT WHEAL BUSY.—John Edwards, John Tredinnick, C. Bawden, May 8: The ground in the 150 fm. level cross-cut, south from Harvey's engine-shaft, is a little easier for driving, and letting out water freely. There is no alteration in the ground in the 140 cross-cut south, at Fielding's shaft, since last report, but letting out more water; this and the 150 cross-cut are being pushed on with the utmost dispatch. We have again resumed the sinking of Fielding's shaft below the 140, and no time shall be lost in sinking the same to the 150. We put the flat-rods to work at Offord's shaft on Saturday last, they are working very satisfactorily, and have commenced to sink the said shaft below the 140, where the lode is 4½ ft. wide, worth 25l. per fathom for copper and tin. The lode in the 140, driving east from Offord's shaft, is 4 ft. wide, worth about 18l. per fathom for copper and tin. We have set the stope in back of the 140, east of Harvey's engine-shaft, on tribute, to eight men and two boys, at 5s. in 1l.; we have also set the stope in back of this level, west from Offord's shaft, to six men, at 10s. in 1l. We hope to give the real value of the lode in the 140, west from No. 2 cross-cut, on Saturday next. The lode in the stope in bottom of the 130, east from Offord's shaft, is 4½ ft. wide, worth for copper and tin 25l. per fathom. We have again resumed the sinking of No. 1 winze below the 130, east from Offord's shaft, where the lode is worth 20l. per fathom for copper and tin. The lode in the 130, east end from Offord's shaft, is still unproductive; this end is suspended for the present, and we have put the men to sink Fielding's shaft below the 140, and after we have made the communication from this point to the 150 we shall resume the driving of the 130 again. The lode in the 110, east from Mathew's shaft, is still disordered by the slide, but producing stones of tin; the ground is easy for driving. We have not yet intersected the lode in the 110 cross-cut, at Harvey's shaft; ground hard for driving. We have set a winze to sink below the 100, east of Mathew's shaft, where the lode is 4 ft. wide, worth 30l. per fm. for tin; this winze is about 12 fathoms in advance of the 110 end. The lode in the 100 end, driving east from Mathew's shaft, is 4½ ft. wide, worth 12l. per fathom for tin; we have set the stope in back of this level on tribute, to eight men, at 6s. in 1l. The lode in the 90 end, driving east from Walker's shaft, is 4½ ft. wide, worth for tin 12l. per fathom. We have set Walker's shaft to rise in back of the said level, to six men and three boys, where the lode is 10 ft. wide, and worth for the length of shaft (12 feet long by 6 feet wide) 30l. per fm. for tin. The 80 fm. level end men are engaged in cutting through the lode at Walker's shaft, preparatory to rising and sinking the said shaft above and below this level; lode worth 15l. per fathom for tin. The lode in Walker's shaft, sinking below the 70, is worth 15l. per fathom for tin and copper ore. The lode in the rise against the said shaft, in back of the 70, is worth 12l. per fathom. The lode in the 50, east from Mathew's shaft, is 3 feet wide, producing saving work for tin. The lode in Walker's shaft, sinking below the 36, is 3 ft. wide, producing a little tin, but not sufficient to value; this shaft is now sunk to within about 4 fathoms of the 50. No alteration to notice in the 36 cross-cut, south from said shaft, since last report. The masons are progressing satisfactorily with the building for the steam-whim.

May 11: We have sold 32 tons 7 cwts. of tin, at 52l. 12s. 6d. per ton, amounting to 1673l. 11s., and sampled 501 tons of copper ore.

Telegram: Lode cut in No. 3 cross-cut, at the 140; splendid stones of tin, fine looking lode, letter by post.

GREAT WHEAL FORTUNE.—J. Vivian, N. T. Miners, T. George, May 10: The cross-cut in the 95 is driven north of Harvey's engine-shaft 94 fathoms, and the ground is not so favourable for driving as it has been; present price for driving 16l. per fm.—Blue Burrow Lode: The 95, driving east of the cross-cut, is worth 6l. per fathom. The same level, driving west, is worth 5l. per fathom. The 60, driving east of Blue Burrow shaft, is worth 4l. per fathom.—Carnmeal: No change in the engine-shaft sinking below the 114. The lode in the 114, driving east, is 4 feet wide, producing a little tin. The lode in the 102, driving east, is 3 feet wide, producing rich stones of tin. Good progress is being made in driving the cross-cut north in the 90. The driving of the 30, east of Hick's shaft, is suspended for the present, and the men are now rising in the back to hole to the winze sunk below the adit.

GREAT WHEAL GRYLLS.—E. Rogers, J. Pope, May 11: Michell's Lode: The 12 is driving east of Michell's flat-rod shaft by two men, at 1l. 10s. per fm.; the lode is 2 ft. wide, yielding work of low quality. At this same level we are driving west by eight men, at 4l. 10s. per fm.; lode 4 ft. wide, producing stones of tin, but not of much value; this end is being pushed on with all possible dispatch, in order to reach the intersection of Stevens's lode, when we expect to meet with a rich run of tin-bearing ground for a considerable length.

GRIT AND STAPELEY.—May 1: The lode in the 106 fm. level, going east of East Grit engine-shaft, is about 3 ft. wide, principally composed of spar, showing spots of blende and lead ore, but nothing to value. The lode in the same level, going west of shaft, is 4 ft. wide, composed of spar, blende, and spots of lead ore, in hard ground. The 90 fm. level, going east, on the south lode, is in a lode 10 in. wide, composed of gritstone, spar, and spots of lead ore; ground very hard and spare for driving. The lode in the 90 fm. level, going north, on the cross-cut, is about 3 ft. wide, composed of gritstone, spar, and showing spots of lead ore, &c. The present end is discharging a great deal of water. In the 90 fm. level, going east of the cross-cut, in search of the south vein, nothing of any importance has been met with at this point as yet (the driving is still in hard ground). The lode in the 100 fm. level, going west of West Grit engine-shaft, on the Rider lode, is 6 in. wide, composed of shale; this lode is now extended west, in shale, 24 fms. The lode in the 50 fm. level, going west of whim shaft, at Foxhall, is about 10 in. wide; in the last 2 fathoms' driving the level has been unproductive. The lode in the present end looks rather dry and poor. The lode in the 40 fm. level, going west of whim-shaft, at Foxhall, is 12 in. wide, composed of spar, and showing spots of lead ore, but nothing to value. I am sorry to say that all our levels at present are in poor ground. I sincerely hope that some of the levels will get into more productive ground before long. The three pitches below the 90 fm. level, on the south lode, are falling off in value, and the ground reaching out very fast. We have 15 men in these three pitches, and we are taking away the ore as quickly as possible. We have 70 tons of lead ore ready for sampling by the beginning of next week. Will you please inform us whether we shall sample that quantity, or let it remain for some little time longer, until we add a little more to it.

GWYLLS WHEAL FLORENCE.—Edward Rogers, Edmund Rogers, May 9: Standard Lode: We have commenced driving the engine-shaft below the 12 by six men; no lode has yet been taken down. The 12 is driving east of engine-shaft, by four men, at 6l. 10s. per fathom; the lode is 7 feet wide, producing low quality tinstone; this level is also driving west by four men, at 2l. 10s. per fm.; the lode is 18 in. wide, worth 1l. 10s. per fathom. The back of this level is set on tribute at 15s. in 1l. for tin, the tributers paying all expenses.—South Lode: Piper's shaft is down 7 fms. from surface, and sinking at 1l. 5s. per fm. Hope in three weeks to hole to the lode at the 12 fm. level.

GWYDYR PARK CONSOLS.—W. Smyth, May 10: In Gwyn Llifon adit end the ground is still hard, and the lode small. The shaft is still producing fine stones of blende and lead ore, and the water seems increasing. No lode taken down in Gwydyr stopes, or middle level, since last reported. We have about three tons of ore ready for market, and the rest is in course of dressing.

HALLENBEAGLE.—E. Richards, R. M. Kitto, May 6: Pinniger's engine-shaft is now down to the sink, which is 11½ fms., this will leave backs on south lode 15 fms., also coming to the north lode of engine-shaft, about the same. We purpose in the coming week to take down the lode in the north end of said shaft, which is 15 ft. high; also commence to drive cross-cut south to intersect the south lode. In the sump-winze sinking below the 44, on north lode, the lode is from 4 to 5 ft. wide, worth 12l. per fm.; we have stopped the sinking owing to a slide about 1 ft. above the present bottom, the water is not drained below this slide sufficiently to sink the eastern winzes. The sump-winze men are now engaged in stoping east, and cutting in north to ascertain whether the lode is thrown in that direction, as there is water carrying out of the north ground; should this be the case it will enable us to resume the sinking of the said winze. We have commenced to sink No. 4 winze, west of Stone's shaft, where the lode is 9 in. wide, worth 4l. per fm.; also commenced to sink a winze in the bottom of the 40, on the north lode, 20 fms. west of Pinniger's engine-shaft, where the lode is 2 ft. wide, with a kindly appearance, worth about 4l. per fm.

HARWOOD.—Joseph Race, May 8: There is no alteration to notice this week of any moment at either Scar Head or Trough. I shall put two men to cross-cut at Scar Head this week. We are preparing dressing-floors at Trough.

HAWKMOOR.—J. Richards, May 9: The lode in the stopes in back of the 25, east of eastern engine-shaft, is worth 2 tons of copper ore per fm.—West Hawkmoor: The No. 4 lode, driving west of the large cross-course, in the adit level, is from 1 to 2 ft. wide, composed of quartz, capel, mundic, and some good work for tin ore, a promising lode. The stopes in the back of the adit level, on No. 3 lode, are producing some good work for tin ore. The ground in the rise is easy, and good progress is being made.

HINGSTON DOWN CONSOLS.—T. Richards, May 10: The lode at Bailey's engine-shaft, sinking below the 120, is more promising, and I think a good change is near at hand. There is no alteration in any other part of the mines.

KELLY BRAY.—G. Rowe, May 10: Our progress in sinking the new shaft below the 25 is very satisfactory. The ground is moderately favourable, and the lode gradually improving, being 3½ ft. wide, with a beautiful gossan, quartz, and ore to the amount of 2 tons per fathom. The lode in the 70 east is 18 in. wide, composed of spar, peach, and mundic.

LADY BERTHA.—Capts. Harpur and Metherell, May 8: The sinking of the eastern shaft below the 41 east continues to progress favourably, the lode being about 3 ft. wide, composed of peach, mundic, quartz, and ore. In the stopes below the bottom of the 41 west the lode is between 2 and 3 ft. wide, composed of quartz and mundic, worth of the former 3 tons, or 12l. per fathom. The lode in the 30, east of the great cross-course, is about 3 ft. wide, composed of quartz, mundic, iron, and ore, worth of the latter 2½ tons, or 10l. per fathom. The tribute department continues to yield about the same as for some time past.

LANIVET.—J. Tregay, May 8: The shaft in the cross-course is holed to the 12, and the timbering is going on rapidly. No other change to report.

LEAWOOD.—J. Daw, May 11: The sumpmen have cleared the shaft 6 fms. 3 ft. below the 19, and hope by Saturday night to get to the bottom of the mine. We are clearing the 19 towards the lead lode with all possible dispatch. In the 19 west the lode is 2 ft. wide, composed of spar, peach, mundic, with spots of copper ore. The 19 east is poor at present.

MAUDLIN.—J. Tregay, May 6: The sumpmen are making a little better progress in sinking the engine-shaft; the branches there are producing stones of tin and spots of copper ore and mundic. The cross-course in the 70 east end is letting out a quantity of water; lode not yet reached. In the back of this level, going back behind the shaft, the lode is worth about 5l. per fm. for about 6 ft. high, and all along the back of the level where we had the ore we are up to gossan and hornblende. The ground in the west shaft is rather harder for sinking, but we expect it will again soon improve.

MERLLYN.—W. Sandoe, May 10: In the 20, going west on the new east and west lode, no change of importance has taken place since my report for the meeting of last week. The lode maintains its very promising appearance, and produces 3 to 4 cwts. of lead ore per fathom, and from its general character I am strongly of opinion that it will very soon lead to better results. This point is being urged onwards speedily.

MOLLAND.—T. Bennetts, May 10: The ground in the engine-shaft sinking below the 62 is still hard and close, and, consequently, we cannot make that progress in sinking as we could desire. The lode in the stopes in back of the 62 east is 6 feet wide, composed principally of red iron, in which are to be found good spots of grey ore, producing at the rate of 1 ton per fathom. Four men are driving on a branch gone off in the side at the 32 east, where the ground is easy, and the branch is about 6 in. wide, producing some good stones of ore. Our ore weighed off yesterday 46 tons. I expected, however, by the rounds carried out in dividing it would weigh off a trifle more.

NANGILES.—J. Rowe, May 9: The engine-shaft is sinking by eight men and four boys below the 107, at 35l. per fm. The 107, driving west of engine-shaft, by six men, at 6l. per fm.; lode 3 ft. wide, composed of quartz, mundic, and spots of ore—a kindly lode. The 107, driving east of shaft, by four men, at 3l. per fm.; lode 2 ft. wide, containing stones of ore; the appearance of this lode has improved very much during the last fortnight. The 96, driving west of engine-shaft, by two men, at 9l. per fm.; lode 3 ft. wide, containing a little ore. The 86, driving east of Bread and Cheese shaft, by six men, at 4l. 10s. per fm.; lode worth 5l. per fm., and kindly to improve. Our tribute pitches are producing fair quantities of ore. We have two stopes working in the bottom of the 96, west of engine-shaft, by 10 men, at 4l. per fm.; lode worth 16l. per fm.

NETHER HEARTH.—W. Vipond, May 8: We continue to go on about as usual in the cross-cut from new level; by the distance now driven I am certain it is a north and south vein; I think it not unlikely, that it may yet lead us to something important in this part of the sett.

NEW BIRCH TOR AND VITIFER CONSOLS.—W. Skewis, R. Trewarthen, J. Symons, May 10: Hambley's Shaft: The 48 west, on the main lode, is worth 4l. per fathom. No change to notice in the 36 since last report. The 48 east, on the north lode, is yielding a little tin, but not to value; this end is not yet under the tin ground seen in the level above. No change to notice in the 36 east, or in the winze sinking below this level, the lode not having been taken down since. In the 24 east the lode is much reduced in value for the last few days, but there is another splice coming in on the south side of the level, which we consider will prove to be the main part, and restore its former value. The lode in the 12 east, on the north part, is worth 13l. per fathom.—Lance's Shaft: The lode sinking under the 12 is of a very promising character, and the lift will be down by the end of this month. The 12 west from this shaft is yielding saving work for tin. The pitches throughout the mine are without change.

NEW CLIFFORD.—J. Michell, May 11: We have resumed sinking Holland's engine-shaft below the shallow adit, with nine men, at 2l. 10s. per fm., the same to be carried 11 ft. long by 6 ft. wide; and if the water does not increase, and the ground remains as favourable as it is at present, we shall sink from 6 to 8 fathoms this month. The shallow adit level we are still driving north, towards Weston's lode, at 17s. 6d. per fathom. The timber-house, smith's shop, and account-house are very nearly finished, and we are pushing on everything as fast as possible.

NEW CORNISH.—J. Richards, May 11: At Latchley Consols, the lode in the 40 fm. level, east of the engine-shaft, is 2 ft. wide, composed of capel, mundic, peach, and a small proportion of copper ore. The lode in Gregory's stope, in the bottom of the 40 fm. level east, and east of Sleep's winze, is worth 3 tons of ore per fathom. At South Wheal Maria, the 82 is being driven by the side of lode, which will be cut into in the course of next month; the ground is become somewhat easier for progress. The lode in the 82 fm. level west is 2 ft. wide, composed of capel, mundic, quartz, and a little ore; the ground is also improved for exploring. The 70 west is being driven by the side of the lode, which will also be cut into in the course of next month. There is one pitch working at 12s. 6d. in 1l. We sampled, on April 28, 80 tons (computed) of copper ore, for sale on the 18th instant.

NEW CROW HILL.—W. Trelease, May 9: No alteration to report in the 70, at the engine-shaft. In the cross-cut in the western level we have cut a small branch of carbonate of lime, carrying spots of yellow copper ore, and the ground in the eastern level is easier for driving through. No lode taken down as yet in the 55, but we shall do so this week. The new stopes in the back of the 55 are without much change, still producing here and there fine stones of ore, with 2 tons of mundic per fm. The old stopes in back of the same level are again looking better, producing 7 or 8 cwts. of ore per fm., but less mundic than usual. We have sent off to Par all the mundic we had on the mine; about 112 tons, of 21 cwts. to the ton, dry weight.—Wheal Louisa: We are progressing favourably with sinking the engine-shaft below the 30 fm. level, and so far the ground continues good, carrying branches of spar, occasionally impregnated with yellow copper ore. We have cut through the great lode in the 20, and have discovered the old level, but have not since been able to get near it, in consequence of its being filled with bad air; the lode is above 6 feet wide, and the old level is driven altogether under it; this was, no doubt, done through the great lode being very vughy and wet, and, consequently, very troublesome for driving through.

NEW ROSEWARNE.—E. George, Wm. Mitchell, May 10: The lode in Bickford's shaft is 4 ft. wide, worth 15l. per fm. The lode in the 84, east of Bickford's shaft, is 4 ft. wide, producing stones of copper ore; the lode in the same level west is 4 ft. wide, worth 7l. per fm. The lode in the 74, west of Bickford's shaft, is 4 ft. wide, producing stones of copper ore. The winze sinking below this level is worth 12l. per fm. The stope in back of the 74, west of winze, is worth 6l. per fm. The lode in the 67, west of Bickford's shaft, is 3½ ft. wide, producing stones of tin and copper ore. The stope in the back of this level is worth 10l. per fm. The lode in the 58, west of Bickford's shaft, is 4½ ft. wide, worth 6l. per fm. The stope in the back of this level is worth 40l. per fathom. The lode in the 46, west of Bickford's shaft, is 3 ft. wide, unproductive.

NEW TRELEIGH.—S. Michell, May 10: There is but little change in the mine for the past week. The stope in the 90 is worth 7l. per fm.; the men are making good headway in the 80 towards the lode west of the heave. The lode in the 70 is looking promising, with a small leader of ore up and down the end. The stope in the back of this level will turn out 2 tons of ore per fm. The lode in the 26, west of the new shaft, is 4 ft. wide, of good appearance; the lode is making towards the bottom of the new shaft; we find that it has taken its former course of underlie south, and there is no doubt that we shall see something of consequence in the course of a few days.

NEW WHEAL MARTHA.—H. Rickard, G. Rickard, May 11: We have intersected a small cross-course in the 86 west, where the lode shows signs of improvement. The lode in the winze sinking below the 74 is without change, worth 10l. per fm. for copper ore; this winze is sunk about 5 fms., and is 10 fms. in advance of the 86. We are cross-cutting the lode in the 74 west; no change to report at present. No lode taken down in the 64 west since last week, but hope to do so against next week. The lode in the 40 west is producing saving work. The stopes in the 30, west from winze, are worth 30l. per fm. The lode in the 10 west is improving, having just passed through a small cross-course. The ground by the side of the lode east, in Trowse's adit, is good for driving, as well as by the side of the lode, west from Rickard's shaft; we are pushing on these two points as rapidly as possible to form the earliest communication. The tribute department has somewhat improved during the past week, with every appearance of continuing to do so.

NEW WHEAL ROSE.—J. Middleton, J. Hammill, May 11: The lode continues to present appearances just as usual. We find the air getting worse, but we hope to be able to reach the first east and west lode before sinking another shaft.

NORTH CHIVERTON.—W. Hancock, May 9: The new engine-shaft is sunk 32 fms. below surface, set again to sink by nine men, case and divide, and fix footway, at 11l. per fathom; we think it will now stand without timber.—Old Sump: This shaft is now cleared and secured 7 fms. below what is called the 5 fm. level, or about 38 fms. from surface; during the last few days it has been a little more troublesome, owing to a quantity of old timber in it; clearing and securing by nine men. We have still the south part of the lode in the shaft, which is 6 feet wide, and precisely of the same character as last reported on—a strong fine-looking lode. We expect to hole the rise in the back of the 5 fm. level east to the level above in a few days, which, when done, will ventilate this part of the mine, and, from appearances, lay open ground that will come away at a profit, by-and-bye, for lead and blende; this level we shall in future call the 30 fm. level. We have put two men to clear up Tom's shaft, to see whether the water is gone back, so as to enable us to sink it below the 20, and get down against the 30 fm. level, is cleared and secured forth. The tribute pitch which we had at work in the back of the 20, at this shaft, is finished, having got up to the old workings.—Little Sump: The lode in the 20 west has within the last day or so got a little more settled. I have decided to drive it a little further. There are two pitches working on this lode, one by three men, at 8l. per ton for lead, and 25s. per ton for blende; and the other by two men, at 6l. per ton for lead, and 24s. per ton for blende. We calculate to sample about the end of the month two parcels of blende and a parcel of silver-lead ore.

NORTH DEVON.—J. Blamey, May 10: Our setting-day was Saturday last. The adit north, on the caunter, is set to two men and two boys, 1 fm., at 4l. 10s.; the lode produces spar, blende, and strings of ore. The stope below the adit, on the caunter lode, is set to four men and one boy, 2 fms. at 3l.; value of the lode 10l. per fm. The stope below the adit, on the middle lode, is set to four men and 1 boy, 4 fms., at 4l. 5s.; lode worth 18l. The 10 north, on the caunter, is set to four men and one boy, 2 fms., at 5l.; lode 1 foot wide, with strings of lead. The same level east, on the new lode, is without change. The stope below the 10, on the caunter, is set to six men and two boys, 3 fms., at 4l. 10s.; for the average length of this stope (4 fms.) the lode is worth 30l. per fm. The stope in back of the 20, on the same lode, is worth 30l. to 40l. per fm., and is set to six men and two boys, at 4l. per fm. Four men and one boy are set to sink a winze below the 30, on the caunter lode, at 7l. per fm., on a good lode, the value of which I shall be able to report on next week, when it has been a little opened. We have commenced to sink a winze below the 30, south of No. 4 winze, on the middle lode, by two men and one boy, 2 fms., at 4l. 10s.; the lode is producing good stones of ore. We are getting on favourably with the dressing.

NORTH DOLCOATH.—Capts. Vivian and Paul, May 6: In the 85, east of engine-shaft, the lode is 6 feet wide, producing good stones of yellow copper ore, and having a kindly appearance; in the same level west the part of the lode being driven on is 5 ft. wide, improving in appearance, and yielding some very good stones of copper ore; we calculate that we have about 6 fms. to drive this level to reach the cross-course, where we hope for a further improvement. In the 70 cross-cut, south-west of engine-shaft, we have again resumed driving south, and find the cross-course presenting very favourable indications, producing some yellow copper ore, and being in character more like a metalliferous lode than a cross-course; this induces us to believe that there must be a lode near at hand, and that the probability is in favour of it being a productive one.

NORTH DOWNS.—F. Pryor, J. Grenfell, May 10: The sinking of King's engine-shaft below the 85, and the driving of the 50 fm. level cross-cut, are progressing satisfactorily, but we have not yet cut the lode in the cross-cut. The 60, east of Bennett's, is just as last reported, producing ½ ton of ore per fathom. The stope in the back of this level, 3 fms. behind the end, is worth 6l. per fathom. In the 40, west of King's shaft, the lode is still disordered by a patch of elvan. A rise in the back of this level, 5 fms. behind the end, is worth 8l. per fathom. A stope in the back of this (40 fm. level), between the rise and the end, is worth 6l. per fathom. We sampled to-day 40 tons (computed) of ore, of the usual quality.

NORTH MINERA.—May 10: The ground in the bottom of the eastern shaft is still the same as last week—a hard shale; the men are now making good progress with the sinking; the shaft is now down 4 fms. 5 ft. below the 40. The 40, driving north-east, is looking more promising than I have yet seen it; the stone is getting whiter, and the ground is becoming easier for progress, which will enable us to work it much cheaper. There is everything in this level that a miner would wish to see, excepting a course of ore, and my opinion is that we shall cut this lode rich in the 50; the lode is about 4 ft. wide, composed of bastard limestone, carbonate of lime, spar, spots of copper and blende, and good stones of lead ore; the end is now driven about 7 fms. 1 ft. from the western level. The rise in back of the 25 is not looking so well, and if it does not improve by the next setting-day I propose to stop it. There is a branch of lead ore in back of this level for about 4 fms. long, which can be taken away at a profit. The rise is now up about 4 ft. above the back of the level. The 35 yard level, driving south-west from main lode, is looking promising; lode about 5 ft. wide, and will produce about ½ ton of lead ore per fm.; this level is now driven about 4 fms. 5 ft. from main lode. I calculate we have about 9 tons of lead ore broken underground and upon surface, which we shall commence dressing next week. The floors are being put in order.

NORTH SHEPHERDS.—H. Bennetts: The lode at Decimus engine-shaft, sinking below the 30, is improving, and if continued will, without a doubt, soon become valuable for lead; the lode has a much better appearance than usual, being 2½ ft. wide, composed of flookan, soft spar, and good samples of fine lead: set to eight men, to sink at 15l. per fm. In the 30 end, driving west of shaft, the lode has a beautiful appearance, 1½ ft. wide, and producing stones of lead and mundic, letting out water, and has a far better appearance than we had in driving the 20 west before we cut the lead; we intend pushing on this end with all speed to get under the lead met with in the 20 fm. level above: set to six men to drive west, at 2l. 5s. per fm. The lode in the 30 end, east of shaft, within the last two days has much improved; the lode is 1½ ft. wide, composed of fine lead and mundic: set to two men, at 2l. 2s. 6d. per fm. The lode in the 20 fm. level end, west of shaft, is 2½ ft. wide, looking very well for lead, and producing some very rich specimens of silver-lead ore; this end has been driven for the last 45 fms. in a most promising lode as can be seen, and leaving tribute ground, which will be taken away when the 20 is communicated to the 30: set to four men, at 2l. 10s. per fathom. The 30 end east is suspended for the present, and we have put the men to assist in driving the 30 end west, as we consider our western ground to be a valuable piece of mining property. We have commenced sinking a new flat-rod shaft by six men, at 5l. per fm. 7 fms. certain, and to carry the shaft 10 ft. long by 6 ft. wide, within timber; sinking the shaft 150 fms. west of our present engine-shaft, and 50 fms. to the east of the old Harts Mine. Report says that when the old Harts Mine was abandoned the 10 was driven home to the boundary of North Shepherds, and a good branch of lead left off in the end. We are in a great lead district, having Old Shepherds adjoining setts to the south, Old Deer Park Mine to the north, and the old Harts Mine to the west and east, and Wheal Rose to the east. North Shepherds lodes are parallel lodes with the Old Shepherds, and Old Shepherds was one of the best silver-lead mines ever found in the county of Cornwall; and it is the opinion of old practical mine agents and miners who know the district well that when North Shepherds is further developed it will become a very valuable mining property.

NORTH WHEAL BASSET.—W. Roberts, May 10: The lode lately cut in the plat north of Grace's shaft, at the 122, is 5 ft. wide, presenting a very favourable appearance, and producing tin throughout; a sample taken underground yesterday made it worth 20l. per fm.; this, of course, is rather a rough calculation, but in order to ascertain its true value 10 or 15 tons will be drawn up, I believe, to-day, from which a fair sample is to be taken, and by the time it is assayed we shall see more of the lode underground, and then be able to send you a pretty correct estimate of its value per fathom.—North Lode: In the 42 east the lode appears to be improving; it is now 1½ ft. wide, producing stones of ore.

NORTH WHEAL ROBERT.—W. Godden, May 10: The tin lode in the 30 fm. level end, west of Mayne's cross-cut, is still improving in size and quality. Nothing new in either of the cross-cuts.

OKEL TOR.—W. B. Collom, W. Metherell, May 10: Saturday last being our general survey-day, all the different pitches and bargains were re-set, and a new winze set to be sunk from the 65 to the 80, in the midst of ore ground. The value of the various stopes throughout the mine continues as last reported, and they are all looking well.

OLD GUNNISLAKE.—Wm. G. Gard, May 11: The water was in fork at Parker's shaft, and the men in their places on Mondoy at 1 A.M. During the week the air in the 20 has been very dead, but is improved to-day. The lode in the 20 is full 6 ft. wide, and composed of gossan, with a small portion of ore interspersed. In Parker's shaft we have not we not taken down the orey part of the lode, but purpose doing so in a day or two, when I will again write you on the appearance of it.

PAR CONSOLS.—F. Puckey, T. Rich, J. Hosking, May 8: Western, or Tin Part of the Mine: Puckey's South Lode: In the 100, 120, and 135 ends the lode is still unproductive. In the winze sinking below the 80, east of Puckey's shaft, the lode is 3 ft. wide, saving work for tin and copper.—Puckey's Lode: In the 135, west of Puckey's north shaft, we have cut through the south part of Puckey's lode, which is 4 ft. wide, composed of quartz, peach, and tin, worth for the latter 10l. per fm. In the 125 west the lode is 2 ft. wide, and looking more promising, at present producing saving work for tin. In the 110, east of Puckey's shaft, the lode is 3 ft. wide, producing a little tin, but not sufficient to value. In the 100, west of Annie's shaft, the lode is small, but producing good stones of tin. In the 30, west of Edgcumbe's shaft, we have commenced driving west on a north lode, which has very much improved, and is now 20 inches wide, worth 15l. per fm. for copper. We are driving a cross-cut north in the 20 to intersect the same lode, and have also commenced driving west to prove the same in the 40 fm. level, where we anticipate good results. In the eastern, or copper part of the mine we have no improvements to notice, the ends on the different lodes being still poor.

PEDN-AN-DREA UNITED.—W. Tregay, J. Thomas, May 6: Sump: The 130 east end is worth 8l. per fm. The lode in the pitch in back of this level is worth 40l. per fm. The 130 west end is worth 5l. per fm. The end driving back upon the south part of the lode in the 120 east is worth 10l. per fm. The end driving back upon the north part of the lode in the 120 west is worth 7l. per fathom. In the 110 east the lode is large and coarse. In the 100 east nothing of importance has been intersected for the week either in the north or south cross-cuts. The 90 west rise is worth 6l. per fm.—Cobbler's: The 110 east end is worth 4l. per fm. The 110 west end is worth 12l. per fm. The 100 west end is worth 6l. per fm. The 90 east end is worth 5l. per fm. The 90 east rise is worth 6l. per fathom. The 68 east end is worth 5l. per fathom. The 68 east winze is worth 7l. per fathom.

PENDEEN CONSOLS.—J. Warren, H. Eddy, May 6: Since the last general meeting the 154 north has been driven 10 fms. 2 ft. 4 inches; the lode at present being 3 ft. wide, producing saving work for tin, and has a very kindly appearance for further improvement. We have communicated No. 1 winze in bottom of the 142 with this level, which has given us good ventilation, and enabled us to put six men in this level in order to cut the great Pendeen lode with all speed. The 154 south is driven 6 fms. 0 ft. 6 in.; lode 1½ ft. wide, but poor, not having reached the run of tin ground as seen in the levels above; we are cutting shaft plat at this level in order to sink the engine-shaft to the 166. The 142 north is driven 1 fm. 2 ft. 8 in.; lode small and poor. The 142 south is driven 6 fms. 1 ft. 9 in.; lode 2 ft. wide, composed of quartz, mundic, prian, and tin, worth for the latter 4l. per fm. The stopes in the back of this level, north and south of No. 1 winze, two in number, are worth on an average 6l. per fathom. The 130 south is driven 2 fms. 4 ft.; lode 3 ft. wide, producing saving work for tin. The stope in the back of this level is worth 8l. per fm. The 118 south is driven 5 fms. 1 ft.; the lode on the eastern branch is 2 ft. wide, worth 4l. per fm. The stopes in the back of this level are worth—No. 1, 10l.; No. 2, 3l.; No. 3, 6l.; and No. 4, 6l. per fathom for tin. The 106 south is driven 6 fms. 3 ft. 6 in.; lode small and poor. The 94 south, on the vein, is driven 2 fms. 4 ft. 3 in.; lode 1½ ft. wide, worth 11l. per fm. The 82 south, on the vein, is driven 1 fm. 3 ft.; lode 1½ ft. wide, worth 10l. per fathom. We are driving a cross-cut at the 70 south to cut the vein at this level. The adit level south is driven 1 fm. 3 ft.; lode small and poor. We have four pitches working on copper at tributes varying from 12s. to 15s. in 1l. We have one pitch working for tin at 6s. in 1l.

— Jas. Warren, H. Eddy, May 6: We think the mine has improved during the last three months, and according to present prospects we shall pay our cost the next three months at the present price of tin, but, as we have before observed, on account of the bunchy nature of our ground, we can hardly venture to give our opinion as to the future; but from the improved state of the 94 and 82, on the vein, we shall doubtless do better after we have opened the ground on the vein so as to work at the cheapest rate. We have 60l. worth of copper ore dressed at surface.

PENHALLS.—W. Higgins, J. Nance, May 6: Engine-shaft: The ground in the 60 cross-cut, south of this shaft, is again becoming harder, and looks as if approaching a lode. We have now cut about 18 in. into the main part of the lode met with in the 40 fm. level cross-cut south, and as we have not yet any underwall, our progress has been delayed, in consequence of having to open the end twice the ordinary width; the value of it, as far as seen, is 15l. per fm., but we hope this sum will be much increased by the time it is fully gone through; the appearances are good, and we believe we may now say we have the pink lode, which is more than likely will play an important part in the future of this mine. At flat-rod shaft we have commenced doing the necessary work, by cutting plat, &c., in the 40, before the sinking of this shaft is resumed.—North Lode: The lode in No. 1 stope, in back of the 20 west, south of the gossan, is disordered by a slide, now worth 4l. per fm. In the 20 driving east, north of the heave, the lode is 16 in. wide, worth 12l. per fm. Nothing new in either of the other bargains throughout the mine.

PRINCE OF WALES.—W. Gifford, May 9: We have still very favourable ground at Watson's for sinking, being principally light blue killas. We are pushing on with all possible speed.

PROSPER UNITED.—Stephen Lean, William Millett, May 11: The ground in the south cross-cut, in the 80, about 20 fathoms west of Louisa's shaft, is favourable for driving. The lode in the 80, west of Hill's shaft, has improved since our last report, now worth 15l. per fathom. The lode in No 1 winze, sinking below the 70, west of this end, is worth 12l. per fathom; this we expect to communicate with the 80, west of Hill's, in a month from this time, when we shall lay open a good piece of mineral ground. The lode in the 80, west of Hand's shaft, is increasing in size, and improving in appearance, and from the indications, no doubt, will soon prove to be productive. There is no alteration in the lode in this level, east of the shaft, the men being employed in cutting a plat, preparatory to our sinking below. The lode in the 70, west of Hand's shaft, is 2 feet wide, composed principally of spar and mundic, and occasional stones of yellow copper. The 60, west of Hand's shaft, is suspended for the present, and the men are put to sink a winze below this level; this will prove the intermediate ground, and afford a free circulation of air in this part of the mine. The lode in the 50, west of Hand's shaft, contains a little ore, but not sufficient to value. The same remark will apply to the lode in the 40, west of the last-mentioned shaft.

REDMOOR.—T. Taylor, May 9: We are getting on with the sinking of the engine-shaft very well. The ground is without any particular change, but the branch that came into the slide is getting larger.

ROARING WATER.—H. Thomas, May 9: The ground in Grady's shaft appears to be somewhat harder, but the lode is of the usual size, containing good stones of ore, and the appearances are very good for a productive lode in depth. The men in the lower stopes, and stopes west of Bush's shaft, have been employed for the last few days in getting stone for the new weir which is now in course of making. The stopes will be resumed this week. I have let a contract to take out the wheel-pit, to four men, for 12l. I am getting forward the preliminary work for the wheel as fast as I possibly can.

ROSEWARNE CONSOLS.—T. Uren, J. Berryman, May 10: In the 70, west from engine-shaft, the lode is large, and of a very promising appearance, producing good stones of black and grey copper ore. In the 80, east of Ellen's, we have not yet passed through the cross-course. We are pushing on the 80, east of engine-shaft, to get it communicated with the 80, west of Ellen's, as soon as possible.

ROSEWARNE UNITED.—T. Richards, E. Carthew, W. Temby, May 10: The lode at Giesler's engine-shaft is worth 10l. per fm. for copper ore. The lode in the 60 east contains stones of copper ore. The lode in the 60 west is worth 12l. per fm. for copper ore. The lode in the 50 east is unproductive. The lode in the 50 west contains good stones of grey copper ore. The lode in boundary shaft, sinking below the 40, is worth 6l. per fathom for copper ore. The other bargains are without change.

SITHNEY WHEAL METAL.—T. Julian, F. Francis, S. Harris, May 11: In the 145, driving east of cross-cut, on the lode, which is 3 ft. wide, and of a most promising character, with a little tin, but not of much value, but there is every appearance of the lode improving as we get east from the cross-course. In the 80, driving east, the lode is 2 ft. wide, with some good stones of ore; this end is greatly improved within the last 2 fms. driving. The 95 fm. level cross-cut south is progressing favourably, with strong indications of the lode being near. In the 10, driving west of the eastern shaft, the lode is about 1 ft. wide, and worth 9l. per fathom. During the past week the shaft-men have been engaged dividing and casing the engine-shaft from the 130 to the 140, which is now complete, and commenced cutting plat, and shall resume the sinking of the shaft as soon as possible. Our sale of tin on the 10th amounted to 85l. 18s. 9d.

SORTRIDGE CONSOLS.—J. Richards, May 11: In Mayne's, or the 50 cross-cut south, the ground continues favourable, and good progress is being made. In the 50, east of Mayne's cross-cut, on No. 1 south lode, the lode is small, 1 ft. wide; it is composed of quartz, mundic, and a little ore. In Gilbert's rise in back of the 40, east of John's cross-cut, on No. 1 south lode, the lode is 18 inches wide, consisting of capel, quartz, mundic, gossan, and copper ore. In White's rise in back of the 20 east, and east of the eastern shaft, on the south part of the main lode, the lode is of good size, 3 ft. wide, and yields good work of copper ore. In the deep adit level the ground is favourable, and good progress is being made.

SOUTH ALFRED CONSOLS.—Jas. Pope, May 10: Our setting took place in this mine on Saturday last, when the diagonal engine-shaft was taken to cut down to the 20 fm. level, by nine men, at 5l. 10s. per fathom; in this shaft we have good stones of yellow copper ore, and a little lead; the lode is 20 inches wide. To cut down the perpendicular engine-shaft to the 20 fm. level, taken by six men, at 2l. per fathom. I find it indispensably necessary to cut down the perpendicular shaft, in order to fix a 20 fm. standing-lift there. The 20 fm. level western end to drive west, taken by four men, at 3l. 10s. per fathom; the lode in this end is 2 ft. wide, promising, with occasional stones of ore; this end, I think, will soon improve, as we are nearing the elvan course

at the junction of that course, and the lode, I consider, a very important point; there is another very good point to be looked for before the 20 western end in about 30 fathoms driving—that is a very large cross-course, against which, no doubt, a great improvement will take place; as the lode is large and highly mineralised, I look forward for deposits of mineral at the junctions named. I hope in this month to complete the cutting down of the shafts to the 20, and cut plat for fend-off bob in the 10 fm. level; then we shall in a little time after fix fend-off bob, balance-bob or beam to engine at surface, fix pitwork, case and divide the shaft, and fix ladder-road; all this necessary work I hope to complete by the middle of June next; we shall then sink the diagonal engine-shaft below the 20, on the course of the lode; the 20 western end will be continued westward, the 20 eastern end will be driven eastward, and the little eastern whim-shaft will be sunk from the 10 to the 20 fm. level for ventilation; all the four points of operation will be on the lode, and I am thinking we shall raise a little ore. We shall, after the little eastern whim-shaft is brought down to the 20 (which will take us about four months from this time), set to stope on tribute the back of the 20 west; at this point we shall be raising a little mineral to help cost. Our expenses for the preliminary work will be rather high during two or three months, as we have to purchase capstan, bobs, pumps, rods, &c.; after that the expense to keep the points named in operation will be very light indeed, as the ground is very easy for exploration. Looking at the position of the mine, the appearance of the lodes, the cross-courses, and elvan course, I am persuaded a good mine will be discovered after a little exploration.

SOUTH CARN BREA.—I. Richards, May 9: The lode in the flat-rod shaft is 3½ ft. wide, consisting of capel, quartz, peach, mundic, and a little tin.—Flat-rod Shaft: In the 116 east the lode is 4 ft. wide, composed of capel, peach, quartz, mundic, and 3*l.* worth of tin per fm. In the 108 east the drivage is being continued by the side of the lode. The lode in the new shaft is 2 ft. wide, and consists of peach, capel, mundic, and a small portion of tin ore.

SOUTH CONDURROW.—J. Vivian and Son, W. Boundy, May 6: At the engine-shaft we are cutting plat in the 30 fm. level, and driving the said level north and south. In the 20 fm. level, north-west of engine-shaft, we are driving through a soft white granite, having a southern dip; the appearance of this stratum augurs favourably for the lode, which we are approaching. In the 20 fm. level cross-cut, south-east of engine-shaft, we have cleared the level to the West Basset lode. In the 20 fm. level, west of cross-cut, on middle lode, we are still in the ground disordered by the cross-course, and the lode is similarly affected; it is impregnated with black copper ore, and we anticipate an improvement directly we get into settled ground. In the 10 fm. level, west of engine-shaft cross-cut, on middle lode, the lode has improved in appearance, now about 1 ft. wide, and yielding some rich black and grey copper ore. In the deep adit level, west of Vivian's shaft, on West Basset lode, the appearance is favourable, the stratum being a light killas, and the lode composed of gossan, quartz, and prian. At Vivian's shaft (hitherto called new shaft), we have cut plat in the deep adit level, preparatory to sinking said shaft below said level, and are now putting in penthouse. King's shaft has been sunk 4 fms. below the 10 fm. level. The new shaft, sinking at the junction of the middle and engine lodes, west of engine-shaft, is down 8 fathoms.

SOUTH CRENVER.—E. Chegwin, May 10: In the adit end, driving east and west of cross-cut, on the north lode, the lode is 10 in. wide, producing stones of mundic.

SOUTH DARREN.—J. Boundy, May 8: The lode in the 40 west has rather improved; present value for lead and copper ore 20*l.* per fathom, and looking very promising for a further improvement.

SOUTH DOLCOATH.—W. Roberts, May 10: The following tutwork bargains were set on Friday last:—The 56, to drive east of the flat-rod shaft, by six men, at 11*l.* per fathom; the lode is 1½ ft. wide, composed of fluor-spar, and occasional stones of ore. The 56, west of ditto, by four men, at 10*l.*; and the 12 to drive east by two men, at 6*l.* 10*s.* per fm. The 46 fm. levels, both east and west, are suspended, whilst the men (nine) are stoping a piece of ground in the eastern end of the shaft, for the purpose of preparing to divide and case the shaft from the 36 to the 46, and in order to raise a few tons of ore against the next sampling.

SOUTH HERODSFOOT.—R. Goldsworthy, May 10: During the past month the 70 fm. level cross-cuts has been extended 2 fms. 1 ft. 9 in. east and 3 fms. 4 ft. 4 in. west. The end west is let at 8*l.* per fm., and the east end 7*l.* per fm. No alteration in the character of the ground.

SOUTH LOVELL.—W. Chappell, May 10: The lode at the engine-shaft sinking below the adit level is 8 ft. wide, worth 40*l.* per fathom, with two well-defined walls; the ground is congenial for the production of tin and economical for working; and, judging from the present appearance, I should say there is every chance of its continuing in depth as well as extending east and west. The lode in the adit end east is 1 ft. wide, worth 5*l.* per fathom, with strong indications of a speedy improvement. By extending this level east a few fathoms it will form a junction with another lode or branch, where it is reasonable to expect a rich course of tin, similar to that now in the bottom of the engine-shaft. We have cleared west of engine-shaft, on same lode, 5 fathoms, where we discovered the end of ground. The lode is 1 ft. wide, producing good stones of tin. I also broke some rich stones of tin out of the back of this level; but, as we have only just finished clearing the level out, we have not been able to work on the course of the lode so as to speak of its value, but, from what we can see, I am highly pleased with the prospects of the mine. We shall lose no time in sinking the north-eastern shaft as soon as the water is drained by the clearing of the adit level west. The men are making good progress in clearing the adit level east from the western extremity, which, when completed, will enable us to sink the north-eastern shaft, where the lode in bottom of the shaft is worth 10*l.* per fm., although only 10 fms. below the surface. It will also enable us to operate on the various tin-bearing lodes in the sett.

— Telegram: May 11: The lode at the engine-shaft has failed a little this morning.

SOUTH WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, May 6: The lode in the adit west is composed principally of branches of spar, &c., in a soft elvan. The ground in the engine-shaft is of much the same character, and with which the men are making good progress.

ST. DAY UNITED.—J. Cock, May 6: The 194, west of Opie's shaft, has a little improved, now worth 20*l.* per fm. We shall sample on Wednesday next about 130 tons of copper ore.

ST. IVES WHEAL ALLEN.—John Nancarrow, Joshua Daniel, May 10: The stope in the back of the 20 east is worth 3*l.* per fathom. The east stope, below the 20, is worth 5*l.* per fathom. The west stope, below the 20, is in one part holed to the 40, and is now worth 6*l.* per fathom. The lode below the 20, west of Louisa's, is worth 6*l.* per fathom. In driving north on the cross-course, from the 40 west, we have cut a branch which contains tin, and hope to be able to report more fully on it before the meeting. The stope in the back of the 40 east is worth 5*l.* per fathom. The 40 fathom level end-men east are engaged in cutting a plat, with which they are making fair progress. The sumpmen have cased and divided Roderick's engine-shaft to the 40, and are now engaged in cutting down ground towards the bottom of the level.

ST. JUST CONSOLS.—J. Carthew, W. Williams, May 9: We are extending the level east from the bottom of the Guide shaft, by four men and two boys, and stoping the backs over by four men and two boys. The lode is 3 feet wide, of a very kindly nature, and is much improved since the last report; the more we see of it the greater confidence we have that this lode will prove a good paying one at a greater depth.

ST. JUST UNITED.—R. Pryor, W. R. Rutter, R. Wearne, W. White, May 6: Saveall's Lode: To stope the bottom of the 62 fm. level, by four men, at 30*s.* per fm.; lode worth 2*l.* per fm. The 62, to drive west of engine-shaft, by two men, at 2*l.* 15*s.* per fm.; lode worth 5*l.* per fm. A winze, to sink below the 62 fm. level, by two men, at 3*l.* 10*s.* per fm.; lode worth 4*l.* per fm. The 62 cross-cut, to drive south, towards Little Bound's lode, by three men, at 5*l.* per fm.; the end is letting out more water, and we think it is near the lode.—North Lode: The north shaft has been sunk to a sufficient depth for an 85 fm. level, and we have this day let the ends to be driven east and west at 3*l.* 10*s.* per fm.; lode worth 4*l.* per fm. The 74, to drive east of shaft, by two men, at 2*l.* 15*s.* per fm.; lode worth 5*l.* per fm. The 74, to drive west of shaft, by two men, at 2*l.* 10*s.* per fm.; lode worth 3*l.* per fm. A winze, to sink below the 62 fm. level, west of shaft, by three men, at 5*l.* 10*s.* per fm.; lode worth 5*l.* per fm.—Little Bound's Lode: The 62, to drive west of cross-cut, by two men, at 2*l.* per fathom; lode worth 6*l.* per fm.—Owl Lode: The 62, to drive south of shaft, by three men, at 4*l.* per fm.; lode poor. The 50, to drive north of shaft, by two men, at 2*l.* 10*s.* per fathom; lode worth 3*l.* per fm. The 40, to drive south of shaft, by three men, at 2*l.* 15*s.* per fm.; lode worth 3*l.* per fm. The rise in the back of this level is holed to the old workings, and we shall let several pitches here as soon as practicable. The 40, to drive north of shaft, by three men, at 2*l.* 15*s.* per fm.; lode all stamping work. The 20, to drive north of shaft, by two men, at 2*l.* 10*s.* per fm.; lode worth 5*l.* per fm. The 10, to drive north, by two men, at 4*l.* 10*s.* per fm.; lode at present of no value.—Buck Lode: A winze, to sink below the 40, by two men and a boy, at 4*l.* 15*s.* per fm.; lode worth 4*l.* per fm.

TOLCARNE.—May 10: Field's Lode: At Field's shaft, sinking below the 60, the lode is 18 in. wide, consisting of gossan, spar, and spots of ore. The lode in the 60 east is 3 feet wide, not quite so good as when last reported, now producing good stones of ore, and has a very promising appearance. The ground in the 60 cross-cut north is much the same as for some time past, rather hard. In the 50 east the lode is 18 in. wide, composed of gossan and spar, with stones of ore. The lode in the 40 east is 15 in. wide, unproductive. In the 30 east the lode is 15 in. wide, composed of spar and peach, with spots of ore. The lode in the 20 east is 15 in. wide, composed of gossan and soft spar, and producing good stones of ore, a promising level. In the 10 east the lode is 15 in. wide, producing 1 ton of ore per fm. The lode in the adit level east is 15 in. wide, unproductive. The ground in the adit level cross-cut, on the cross-course, is moderately easy.—New North Lode: In the 50, east of the cross-cut, the lode is 9 in. wide, producing ½ ton of ore per fm., and the lode in the 50 west is 15 in. wide, yielding 1 ton of ore per fm. The lode in the 40, east of the cross-cut, is 10 in. wide, producing good stones of ore, and the lode in the 40, west of cross-cut, is 1 foot wide, producing 1 ton of ore per fathom. In the 30, east of the cross-cut, the lode is split into branches, and is unproductive. The lode in the 20, east of the cross-cut, is 10 in. wide, consisting of spar and spots of ore. In the winze sinking below the 40, east of the cross-cut, the lode is 10 in. wide, producing ½ ton of ore per fm. The ground in the adit cross-cut south is rather hard.

TRENCROM.—W. Arthur, H. Woolcock, May 11: The lode in the 110, east of Hollow's, is 15 inches wide, worth 4*l.* per fathom. The lode in the 100, east of Hollow's, is 15 inches, worth 5*l.* per fathom. The lode in the 90, east of Hollow's, is 12 in. wide, worth 4*l.* per fathom. The lode in the rise above the 70, east of Hollow's, is 18 inches wide, worth 6*l.* per fathom. The lode in the 60, east of Hollow's, is 8 in. wide, saving work for tin. The lode in the 50, east of Hollow's, is 14 inches wide, worth 3*l.* per fm. The lode in the 40, east of Hollow's, is 12 in. wide, with occasional stones of tin.

TREREW WHEAL ROSE.—J. Middleton, W. Billing, May 11: Not having been engaged about anything in particular since last report, beyond raising of stone in the quarry, we have, consequently, nothing new to report. We hope the boiler will soon be put in a good and substantial state of repair.

TREVENEN AND TREMENHEERE UNITED.—J. Medlen, May 10: The lode in the new sump-shaft is still large and fair, but of no value, and great speed is being made in sinking. The 162, between this and Trevenen shaft, is communicated. The stope in the back of this level, east of the new sump-shaft, is worth 4*l.* per fathom. The stope in the back of this level, east of Trevenen shaft, is worth 6*l.* per fathom. The stope in the back of the 150, east of new sump, is worth 8*l.* per fm. The 172, east of Trevenen, is worth 4*l.* per fathom; this level going west is also worth 4*l.* per fathom. No. 1 stope, in the back, is worth 5*l.* per fathom. No. 2 is also worth 5*l.* per fathom. No change in the cross-cut or tribute department to call for remark.

VALE OF TOWY.—A. Waters, T. Harvey, May 9: The 124, south from Clay's, and the 124, north from Field's shaft, are without change to notice since our last. The distance between these ends is now short, and we expect to knock a hole through in course of a week or ten days. The skip-road is in regular working order to the bottom at Field's, and the shaftmen will finish cutting the 124 fm. level plat to-morrow, after which we shall be able to stope the ends of the shaft without interruption. The drift about the 110, south of Field's, is getting into wet ground, and from the improved character of the lode we must be near the rich bunch of spoken of in previous reports. Curtis's pitch, in the 110, south of the rise, is producing 4 tons of blende per fathom. Harris's pitch, in back of the 110, north of Field's, is worth 1 ton of blende per fathom. Williams's pitch, in the 110, south of shaft, is worth 1½ ton per fathom. We are getting some good lead stuff in back of the 80, south of Field's. The barytes pitches are yielding profitably. We have another 100 tons ready for shipment.

VIGRA AND CLOGAU (Gold).—J. Remfry, May 10: From underground I have no change to notice. The quartz in No. 2 stope is looking well, and I expect by every blast to report the cutting of gold. Yesterday afternoon, after one blast, I saw a speck of visible gold in No. 1 stope, which proves that we are advancing towards good ground. All the stamps are at work with full water-power. We have entered since this morning into a large white band of spar in sinking the A shaft outside the shallow adit; if this is the same which has been noticed in Nos. 1 and 2 stopes we might expect something good after sinking through it. The south branch, driving east, varies from 2 to 3 ft. wide, with a good looking lode. At Old Clogau no alteration has taken place in the north and south lodes. I am carting down the quartz that has been accumulating at Nos. 1 and 2 stopes, and which I hope will turn out good stuff for the stamps. The classifiers and tables are ready to put up. We are waiting for the carpenters to complete the shed before erecting them. Gold received for the month of April, 130 ozs. 1 dwt. 12 grs., from 128 tons 7 cwts.

WALKHAM AND POLDICE.—J. Lean, May 6: At Lamb's shaft, sinking below the 38 fm. level, the ground is stiff, having several branches of spar crossing the shaft, which makes it spare for sinking. The 38 fm. level north, on the wheel-pit copper lode, has not taken its direction east as yet, being still within the influence of the lead lode; as far as it has been laid open it presents a very promising appearance, producing rich stones of coated yellow ore, and letting out a quantity of water. In driving the cross-cut north-west to intersect the lode, on the west side of lead lode, good progress is being made, the ground being moderately easy for driving; there is a little water in the end, which indicates we are approaching the lode. In the 26 west, on Loby lode, the ground appears to becoming more settled since we passed through the last flookan; we have the point of the lode on the west side of the flookan: water is issuing very strong from the breast, the country being a good-looking elvan. In driving north in the eastern level nothing has been met with; I have suspended this for the present, and have put the men to drive through the lead lode further south, in search of the wheel-pit copper lode, the 38 fm. level being now somewhat a guide for us. We are dressing the lead slimes, and about to stamp out some lead halvans we have on the floors.

WEST BASSET.—William Roberts, May 10: All our operations are progressing satisfactorily, but without any important improvement to notice since last reported.

WEST NANTY.—William Williams, May 10: In driving east on the course of the lode, from the bottom of the engine-shaft, the lode is very large, intermixed throughout with strong spots of ore, and the part we are carrying is yielding good work; when we drive about 4 fms. surther east we may fairly expect pretty good ore from what we have seen up above in the other level. In the adit level, east of shaft, we commenced a cross-cut south, near the present end, in order to intersect a run of ore which was seen by searching on the south side of the old workings up above. The lode in the stope above this level, 14 fms. east of engine-shaft, will yield 1 ton 5 cwts. per fm. The lode in the stope over the same level, west of cross-cut, is large, intermixed throughout with ore, and yields good work for the dressing-floor. We push on dressing in the upper floor, and to-morrow we shall start the crushers. We hope to get a sample of ore to market shortly.

WEST SHARP TOR.—William Richards, May 8: The ground in the adit shaft is good for progress. The ground in the 150 west, and in the 162 east, on the north side of the lode, is elvan of a favourable character for progress. The part of the lode now being cut into in the No. 5 cross-cut, in the 162 west, contains quartz, iron, capel, mundic, and some rich grey copper ore—saving work. The lode in the rise and stope in back of the 162 west looks very promising, and continues to yield fully 19*l.* worth of ore per fathom. The ground at Morris's shaft is still good for progress, and the small part of the lode carried contains capel, quartz, iron, and a little red oxide of copper and grey copper ore. This looks well for the 174, which depth we hope to reach in about six weeks from this time.

WEST WHEAL JANE.—J. Smith, May 4: The lode in the 40, east of engine-shaft, is 6 ft. wide, worth 11*l.* per fm. The lode in the 40 west is 4 ft. wide, worth 9*l.* per fm. The lode in the 20 west is 7 ft. wide, worth 8*l.* per fm. The stopes in bottom of the 30, east and west of Pearce's winze, are worth 8*l.* per fm. The stopes in back of the 30, east of engine-shaft, are worth 9*l.* per fathom. The stopes in back of the deep adit, east of Venable's, are worth 10*l.* per fathom. The tribute pitches are producing about their usual quantity of tin.

WEST WHEAL TOLGUS.—May 12: South Lode: In Taylor's engine-shaft we have set the sink to be completed to the 85 fm. level; the lode is dropping down almost perpendicular, and has not been taken down since last reported, nor will it be for a fortnight. In the 75 fm. level, west of Taylor's engine-shaft, the lode is over 6 feet wide, and yields 1 ton of ore per fathom; at present it is not looking so well as it has been. In the 75 fm. level, east of Taylor's engine-shaft, the lode is large, producing 2 tons of ore per fathom. In the 65 fm. level, west of Taylor's engine-shaft, the lode is 5 feet wide, and produces 1 ton of ore per fathom. In the cross-cut north, at the 50 fm. level, the ground is moderately easy. In a stope in the back of the 75 east the lode is producing 2 tons of ore per fathom. In a stope in the back of the 75, west of winze, the lode is yielding 2 tons of ore per fathom. In a stope in the back of the 65 west the lode is yielding 2 tons of ore per fathom.—North Lode: In the 65 fm. level, east of Taylor's engine-shaft, the lode is small and unproductive. In a rise in the back of the 75 east the lode is holed. In the stopes in the back of the 65 east, and 65 west, the working is suspended. In a stope in the back of the 65, west of Taylor's engine-shaft, south lode, the working is also suspended. We have not been able to get a pare of men to sink the winze in the bottom of the 65 fm. level west, but hope to be able to do so shortly; men are scarce here, over 200 miners left this neighbourhood last week for America, and several of our men here to-day, and at South Tolgus yesterday, gave up their places, and are about to proceed at once to America, consequently we are short of men for the present. On the whole, our levels are not looking so well as they were at the last setting-day, and the stopes over the 65 are almost worked out. Therefore we are in great want to sink the winze in the bottom of the 65 fm. level west, to lay open ground for stoping.

WEST WHEAL VOR.—Joseph Southey, May 10: Good progress is being made in sinking Gundry's engine-shaft below the 20, which is now down about 5 fathoms; the ground is still favourable, and water easy. In the 20, driving west of the cross-cut, the lode is 6 ft. wide, composed of spar and mundic, and presenting a very kindly appearance. In the same level, driving east, the lode is 3 ft. wide, and is much of the same character. Nothing worthy of notice in the adit cross-cut north.

WHEAL AGAR.—W. Roberts, May 10: The winze sinking below the 100 is holed to the rise in the back of the 110, at Windstow shaft, and we have now commenced to drive east and west in the 110; in each end the lode is 1 ft. wide, producing stones of good ore. In the 90 east the lode is 2½ ft. wide, producing stones of ore—a promising lode. The 60, east of cross-cut, produces stones of ore; the lode divided into several branches.—Western Shaft: In the 90 east the lode is 1 ft. wide, saving work for copper ore.—Dobree's Lode: In the 90, east of cross-cut, the lode is small. In the rise in back of the 90 the lode is 2 ft. wide, producing very good stones of ore. In the old whim-shaft, sinking below the 110, the lode is 2 ft. wide, producing low quality tinstuff.

WHEAL ALBERT.—W. H. Middleton, May 10: The lode in the shaft is not quite so large; it is about 3 feet wide, but of a more kindly appearance. The shaft is now down 8 fms. 1 ft. below the 45. The 35 fm. level end men have not yet holed the rise, but are expecting to do so every core. The lode in the 25 east is about 2½ ft. wide, composed principally of music, soft spar, and prills of lead. The pitches are looking much as usual. We sampled 20 tons of lead on Friday last; bids for which will be sent in on Wednesday, May 17. We have also about 45 tons of blende ready dressed.

WHEAL CREBOR.—G. Gifford, May 10: Cock's Shaft: The men are now engaged in cutting ground behind the shaft for tramroad, and cutting plat in the 108 preparatory to sinking, which we hope to commence next week. The 108 west has been driven by the side of the lode 8 fms. 1 ft. 6 in., being now 9 fms. 3 ft. from shaft. In the present end we are cross-cutting the lode, and are in 6 ft., and no south wall met with, the same being composed principally of quartz and capels, with occasional stones of mundic and copper ore intermixed, but not enough to value. The 108 east has been driven by the side of the lode 6 fms. 4 ft. 6 inches, being now 7 fms. 2 ft. 6 in. from shaft, the cross-course intersected and cut through, and 6 ft. driven east of it, but no lode met with on the east side, but we are daily expecting to meet with it. In the 96 west 2 fms. 4 ft. 6 inches have been driven west of the cross-course, on a small branch or lode, which is now suspended until we communicate the winze in the 96 with the 108 west; this winze is now down 3 fms. 2 ft.; the lode is 2 ft. wide, composed of capels, quartz, and peach, with mundic, and copper ore intermixed; in the south part it is about 2 ft. wide, with every appearance of this part enlarging and becoming mare productive. The branch underlying south, in the stope in the 96 west, referred to in my former report, has been sunk on 8 ft.; the same is 6 inches wide, with about 1 ft. underlie, and carrying a little mundic and copper ore. The cross-cut south in the 96 west, towards the Buck Torr lode, has been driven 17 fms. 4 ft., being now 23 fms. from shaft: the ground is still favourable for driving. The 96 east, now driving on the north part of the lode, has been driven 7 fms. 4 ft., being now 55 fms. from shaft. The south, or ore part, is still standing, and as the ground is more favourable for driving on the north part we intend driving a fathom or two further on its course before cutting into the lode. The stopes in bottom of the 84 east, east and west of Hoskin's winze, are yielding 2½ tons of copper ore, or worth 10*l.* per fm. The 84 east has been driven 8 fms., being now 76 fms. from shaft, through a good orey lode; in the present end it is fully 5 ft. wide, yielding 3 tons of copper ore per fathom, worth 15*l.* About 3 fms. behind the end a rise has been put up and communicated with a winze from the 72 by the side of the lode, which has not only improved our ventilation, but opened up a profitable piece of ground. The 72 east has been driven 2 fms., being now 107 fms. from shaft. About 9 ft. behind the end a small cross-course was intersected, which has disordered the lode; the lode in the present end is 1 ft. wide, with spots of copper ore intermixed. As this end is far in advance of any other end in the mine, we have suspended the driving for the time, and set the back to two men, at 8*s.* in 1*l.*, worth 12*l.* per fathom. The 48 east has been driven 14 fms., being 76 fms. from shaft. The slide seen in the 72, when the last shoot of ore was first met with, is intersected in this level, 6 ft. driven east of it, where the lode appears to be improving and size and character. The tribute department is much the same as for some months past, and the tributers getting wages. We sampled on the 28th ult. two parcels of copper ore, computed 132 tons, and have from 60 to 70 tons more broken on the mine, together with about 60 tons of arsenical mundic, worth 12*s.* 6*d.* per ton.

WHEAL CURTIS.—H. Skewis, S. Jewell, May 10: The ground in the engine-shaft is still hard and troublesome for sinking. The 40 fm. level stopes, east of cross-cut, have improved, producing good saving work for copper one, and from the ground we have gone over in this level, east of the slide, we believe there will be a good lode at the 50 when the cross-cut is driven. The lode in the 30 west in 3 feet wide, producing good saving work for copper ore.—Dumpling Lode: The lode in Square's shaft is 2 ft. wide, worth 7*l.* per fathom. The lode in the 30 west is 3 feet wide, worth 4*l.* per fathom. The lode in the 20 west is 4 feet wide, worth 5*l.* fathom. The cost of driving the ends are from 2*l.* to 2*l.* 10*s.* per fathom. There are no alterations in any other part of the mine since last reported.

WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, May 6: The lode in the 120 west is 2½ ft. wide, yielding a little tin—a kindly lode. The lode in the 110 east is 3 ft. wide, and producing some good work for tin, worth from 8*l.* to 10*l.* per fm. The lode in the 110 west is from 2 to 2½ ft. wide, worth 8*l.* per fm. The lode in the winze sinking below this level is 5 ft. wide, producing good work for tin, worth 15*l.* per fm. Three stopes above the 110 west are worth 10*l.*, 12*l.*, and 8*l.* per fm. The lode in the 100 east is 3½ ft. wide, producing tinny work. A stope above this level, where the lode is worth 8*l.* per fm. The lode in the 100 west is at present small, but where we are expecting an improvement. The lode in the stope above this level is worth from 8*l.* to 10*l.* per fm. The lode in the 90 east is 3 ft. wide, worth 8*l.* per fm.—a very kindly lode. The lode in the stope above this level is worth 12*l.* per fm. The lode in the 90 west is large, and yielding tinny work. Four stopes above the 80 are worth 10*l.*, 8*l.*, 6*l.*, and 7*l.* per fm. The lode in the 66 east is 2½ ft. wide, and producing tinny work. The lode in the rise above this level is worth from 9*l.* to 10*l.* per fm. The lode in the 54 east is 2½ ft. wide, worth 7*l.* per fm. The lode in the 54 west is from 2½ to 3 ft. wide, worth from 8*l.* to 10*l.* per fm.

WHEAL GRYLLS.—E. Rogers, J. Pope, May 11: Fisher's Lode: The 40 is driving east of Annie's engine-shaft by six men, at 2*l.* 15*s.* per fm.; the lode is disordered by cross-branches, but producing tinstone that will just pay for stamping. The 30 fathom level is driving east of Grylls whim-shaft by eight men, at 6*l.* 10*s.* per fm.; the lode is very large, and the part we are passing through is producing good stones of tin, but we expect the richest part is still standing at both sides of the level, which will not be taken down until we communicate to the pressure shaft, when the sides and back of the level will be taken away at a low tribute. The 20 is driving east of the pressure shaft by six men, at 7*l.* per fm.; the lode is small and poor, but from the appearance of the upper levels the lode will improve as we get out of the influence of the elvan-course. In the bottom of this level, east of the shaft, there is a winze sinking by four men, at 8*s.* in 1*l.*; the lode is 5 ft. wide, worth 15*l.* per fathom.—Standard Lode: The 12 is driving east of Badger's shaft, by two men, at 1*l.* 5*s.* per fm.; the lode is 18 in. wide, unproductive. In our tribute department we have two men working at 7*s.* in 1*l.*, four men at 8*s.*, four men at 9*s.*, four men at 10*s.*, ten men at 11*s.*, six men at 12*s.*, ten men at 14*s.*, and two men at 15*s.* in 1*l.*, at a standard of 50*l.* per ton, the tributers paying all expenses.

WHEAL HARRIETT.—S. Williams, May 6: The lode in the bottom of the 130 is worth for tin 7*l.* per fm. The lode in the 115 west end, from east cross-cut, is unproductive. The lode in the 115 east end, from west cross-cut, is worth for copper ore 8*l.* per fathom. In the 90 north cross-cut we have met with another branch, but not yet cut the lode.

WHEAL HOPE.—John Nicholls, May 10: There is no change in the mine to report on since I last wrote you. The tributers are breaking some good tinstuff, of which we have a large pile accumulated in readiness for the stamps, but I regret to add I have not yet been able to make arrangements for the stamps, the parties sometimes saying they can let it to us or, perhaps, sell it, and at other times not inclined to do either. If we cannot come to terms with them soon I will look out for others.

WHEAL IDA.—F. C. Harpur, May 6: We have completed all the necessary work at the engine-shaft, such as fixing three lifts of pumps, main-rods, footway, divided the shaft, &c. The sinking of this shaft is being pushed forward with a full pare of men, both by day and night, as fast as possible; now down from surface between 27 fms. and 28 fms. The ground is moderately favourable for exploring, and of a very congenial character for the production of mineral, being a light blue killas or clay-slate. We have just passed through another branch in the bottom of the shaft, carrying some fine stones of silver-lead ore, letting out a large stream of water, which may be considered a favourable indication. We intend sinking to the 30, then cross-cutting for the lodes, which shall be accomplished as fast as I possibly can. The engine and machinery are all in excellent working order, and of sufficient power to put the mine to a considerable depth. In conclusion, I can only again observe that looking at the position of this mine being adjacent to the lead-bearing mines of the neighbourhood that we may reasonably expect something good in depth.

WHEAL KITTY (Uny Lelant).—W. Williams, May 11: North Roscoe Lode: The lode in the 130 fm. level end, west of rise, is worth 6*l.* per fm. The lode in the 130 fm. level end, east of rise, is worth 2*l.* per fm. The lode in the 120 fm. level end, west of rise, is worth 3*l.* per fm.—Gowan Lode: The lode in the 90 fm. level end, east of Roger's shaft, is rather improved. The lode in the winze sinking below the 80 is at present small. The stope in the back of the 70 is worth 20*l.* per fathom. The pitches are rather improved.

WHEAL MARY ANN.—P. Clymo, J. Harris, J. Stevens, May 11: Clymo's shaft is sunk 14 fms. under the 200. The cross-cut at this level is extended east 17 fms. towards the lode. In the 190, north of Clymo's shaft, the lode is 2 ft. wide, worth 7*l.* per fm.; in the same level south it is 2½ ft. wide, worth 9*l.* per fm. In the 180 north it is 2 ft. wide, worth 5*l.* per fm.; in the same level south it is 3 ft. wide, worth 9*l.* per fm. The 170 south is at present suspended, being driven to the slide; in the same level, north of Pollard's shaft, the lode is 2 ft. wide, producing stones of ore, but not to value. The stopes and pitches are producing much the same as for some time past.

WHEAL NORRIS.—J. Andrews, May 6: Carter's shaftmen have completed squaring down the shaft, and commenced to drive the 57 on Wednesday last. We have not taken down any of No. 4 lode in the 45 end east since last reported, but have cut into it behind the end 8 or 9 in., from which we took a fair sample, that from assay will produce 1 cwt. 1 qr. of black tin to a ton of stuff; this looks very encouraging indeed, and should it continue will be a good addition to the tin ground already laid open. No. 5 lode in the 45 end, east of cross-cut, is still in a disordered state. The ground in the 45 cross-cut south continues very tight, consequently the progress in driving is slow. No. 1 stope in back of the 45 is completed to the 35, all the ground being taken away, with the exception of a small arch to keep the level abroad.

WHEAL SITHNEY AND CARNMEAL UNITED.—W. Chappell, W. H. Martin, May 11: The flat-rod shaft is down 15 fms. below the 110; at this point the lode is rather disordered, and broken up by the influence of Hallibalise cross-course, under which we may reasonably expect a change of ground, and have every reason to believe we shall discover a good mine yet in sinking this shaft a little deeper. We are now getting down near the depth, where the tin made first in Ivey's shaft at Great Wheal Vor Wheal Metal. The lode in the 110 east is 2 ft. wide, producing tin, but now sufficient to value. The lode in the 95 west is 2½ ft. wide, of a very kindly appearance, and letting out much more water than it had hitherto has, showing that we are getting back near to Bounder cross-course, to the west of which we may reasonably expect a decided improvement, as there we shall be in the same channel of ground as that of Great Wheal Vor Wheal Metal. These are the only points that we have now in operation, as our principal object is depth, and west of Bounder cross-course.

WHEAL SPARNON.—E. Chegwin, May 6: Sump: The sumpmen have completed fixing the lift to the 40, and connecting main rod, &c., in the shaft, and put the drop lift down and connected the same all ready for clearing up the shaft, which we shall clear with all possible dispatch. The men from other bargains have been engaged to capstan nearly all the week, therefore we have nothing new to report.

WHEAL TRELAWNY.—Capts. Johns, Grenfell, and Pryor, May 8: We have again set our usual tutwork bargains and tribute pitches. In the 182, south of Smith's shaft, the lode is not quite so good, by means of meeting with a hard capel; this we consider only temporary, and the lode is still worth 30*l.* per fm. Chippendale's shaft is communicated with the 182, and we have to-day set a plat to cut at this level, and we shall have it all complete to draw the stuff therefrom by our next setting-day, and resume the driving of the end in a kindly looking lode. We are still engaged cutting into the capel of the lode in the 162, north of Trelawny shaft, but have not yet reached the leading part. All other tutwork bargains and tribute pitches continue much the same as for some time past. We shall sample again at the usual time about 58 tons of silver-lead ore.

WHEAL TREMAYNE.—R. Williams, J. Williams, May 10: At the new engine-shaft, in the 153 east, the engine lode is 14 in. wide, chiefly composed of soft spar, flookan, and mundic, with occasional spots of tin. In the 143 west the engine lode is divided into two parts, making it altogether 18 in. wide, yielding low price tinstuff, with a rather kindly appearance for improvement shortly; in the same level east the lode is disordered and unproductive. In the winze sinking under the same level, east of shaft, the lode is 18 in. wide, worth 7*l.* per fm. In the 133 east the lode is 10 in. wide, unproductive. The stope in back of the same level is worth 3*l.* per fm. The stopes in bottom of the 123 east, on Allen's branches, are worth on an average 12*l.* per fm. The stopes in bottom of the 113 east, on Allen's branches, are worth on an average 10*l.* per fm. In the 103 east the engine lode is 7 in. wide, in a broken up state, but looks likely to come together as we advance east. In the cross-cut south of the same level, towards Wallis's lode, the ground is mixed up with floors of spar, and letting out a little more water. The stopes in the back of the same level east, on Allen's branches, are worth on an average 12*l.* per fathom.

WHEAL UNITY CONSOLS.—W. H. Reynolds, May 10: The flat-rod shaft is now about 5 fms. below the 70, and the lode continues to yield 1 ton of ore per fm. The lode in the winze below the 70 continues to yield good copper ore, and is improving as we sink. Other parts of the mine are without much change since last report. We have 29 tons of ore for sale to-morrow, raised chiefly in driving the 70, and the prospects for deeper levels are very encouraging.

WHEAL UNY.—S. Coade, M. Rogers, May 6: The men have commenced sinking the engine-shaft and driving the 120, east and west of shaft, with all possible dispatch; the lode is of the same value as reported on last Saturday. We intend selling tin next week. There is no change of importance in the other parts of the mine.

GEOLOGICAL AND PHYSICAL MAP OF THE MINERA LEAD DISTRICT, AND THE BRYMBO AND RUABON COAL FIELD.—The useful and comprehensive geological plans published by Mr. Brenton Symons have shown considerable acquaintance with the mineral-bearing counties of Cornwall and Devon; but the map bearing the above title is the first in which Mr. Symons has extended his labours to Wales, and it is hoped that this is but one of a series that shall embrace the whole of the mining parts of the principality. His maps have been rapidly improving in detail and execution, each one of which gives evidence of an anxious desire to afford all the information that can be well embodied in a map, and this one seems the most carefully got up of any which have yet appeared. The map is large, and being published at a scale of 6 in. to the mile, comprises a large extent of country, containing about 70 square miles. It embraces the lead mining district of Minera, with the coal measures lying between the Denbigh Fault on the north, and the River Dee extending eastward as far as Wrexham. It thus includes, amongst many others, the important collieries of Westminster, Brynmally, Brymbo Vron, Broughton, Bryn-yr-owen, Ruabon, Gardden Lodge, and the New British. The faults, a most important feature in a map of this kind, are clearly and carefully delineated; and, what must prove of great use, the direction and amount of the disturbance is in every case shown. The celebrated lead mines of Minera, so long known for their immense deposits of sulphuretted lead and zinc ores, have apparently been very minutely surveyed. All the shafts, with their respective depths and names, with the dip of the lodes, &c., being easily discoverable at a glance, the mining setts are coloured, and distinctly define the limits of each property. The whole of the railways, ironworks, and quarries are marked with every physical feature, and the geology of the district being also carefully tinted, leaves little to be desired to render the map complete. The map will be appreciated by all connected with mining in North Wales.

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following:—

G. LAUDER, C.E., Glasgow.—Improvements in machinery for mining coal and other substances. Feb. 28.

H. BROOK, J. EASTWOOD, and G. BROOK, Jun., all of Huddersfield, York.—Improvements in apparatus applicable to furnaces for smelting ores and melting metals. April 3.

G. W. DYSON, Finsley, York, mill-manager.—An improved rabble or bar used in puddling iron. April 5.

J. H. JOHNSON, Lincoln's Inn-fields, London.—Improvements in machinery or apparatus for drilling or boring rocks and other hard substances in tunnelling, mining, and other like operations, parts of which improvements are applicable to the ventilating of the workings in mines and similar places. April 6.

J. DOUGAN, of Coed Taon, near Mold, North Wales.—Improvements in apparatus for distilling hydro-carbons from coals, schists, and other minerals. April 17.

M. VOGL, Basinghall-street, London, merchant.—Improvements in machinery for cutting and dressing stones and other hard substances. April 19.

LETTERS PATENT have been issued for the following:—

B. F. BRUNEL, Brussels, chemist.—Improvements in treating titanic iron sands, and in apparatus employed therein. Oct. 26.

F. YATES, Birmingham, engineer.—Improvements in the manufacture of steel and malleable cast-iron, and in apparatus to be used in such manufacture. Nov. 4.

H. WEDEKIND, Mincing-lane, London, engineer.—Improvements in rolling metals, and in the machinery or apparatus to be employed therein. Nov. 8.

S. C. KREEFT, Fenchurch-street, London, merchant.—Improvements in the manufacture of iron and steel. Nov. 15.

H. SUTHERLAND, Westminster, and E. SUTHERLAND, Regent's-park.—Improvements in machinery for compressing gunpowder for blasting and other purposes, and in cartridges for blasting. Nov. 11.

J. HEWES, West Bromwich, Stafford, innkeeper.—Improvements in puddling, heating, and other reverberatory furnaces used in the manufacture of iron and steel, and for other purposes, which improvements may also be applied to steam-boiler furnaces. Jan. 20.

J. G. N. ALLEYNE, Alfreton, Derby.—Improvements in puddling-furnaces and in apparatus connected therewith. Feb. 18.

LIST OF SPECIFICATIONS recently published:—

Calcining and smelting copper ores, 10*d.*; boring rocks, 1*s.*; dividing rock, stone, or coal, 8*d.*; machinery for getting coals, &c., 10*d.*; smelting copper ore, 4*d.*; manufacture of iron and steel, 1*s.* 4*d.*; apparatus for smelting ores and metals, 8*d.*; apparatus for loading ships or vessels with coal, &c., 8*d.* L. DE FONTAINEMOREAU.

SMELTING ORES AND METALS.—Mr. L. G. Marshall, of Philadelphia, has invented a winged furnace, and other devices connected therewith. The invention consists chiefly in arranging a reservoir containing the refining flux at the side, with the arrangement and novel combination for conducting water, refining flux, and hot air; and also in constructing the furnace with wings, arranged on each side of the same, the said wings having moveable tops, with side doors, and a perforated inclined bed.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending May 7 was 12,302*l.* 4*s.* 4*d.*

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

GREAT WHEAL VOR.—The lode in Ivey's shaft is about the same as during the last fortnight, a large piece of it has been taken down, and presents better indications. There is a very important improvement in the winze sinking below the 162, west of Metal shaft; the lode is worth 50*l.* per fm., with every indication of holding down to the 174 fm. level. The 184, east of Metal shaft, is also improved, worth full 50*l.* per fathom, whilst the 184 west is reported not quite so well. The other parts are without any material change.

ROSEWARNE UNITED claims more than ordinary attention, and is likely to become at an early period a mine of considerable favour, its state and prospects being excellent. The next sampling will be equal, if not superior, to the last, with increasing returns, and the property may be considered sound and good in every respect.

TRENCROM.—This mine is opening up well, and bids fair for a successful future. An advance in the price of tin (which is, no doubt, near at hand) would at once place it in the Dividend List, and result in a valuable property. It should be borne in mind, at the same time, that the mine is in a locality which has yielded immense riches, and will yet do so.

ST. JUST CONSOLS is looking very well for a good mine in depth In extending the level east from the bottom of the Guide shaft, the lode is found to be 3 ft. wide, and of the most promising nature. Should it only continue, and there is every reason to suppose that it will do so, this little mine will become an exceedingly profitable concern to the shareholders. Three or four months' vigorous prosecution of this lode will open up a good paying property, if the present appearances continue.—A MINER.

GWYNFYNYDD MINE returns for the week 5 ozs. 13 dwts. of Gold from 8¾ cwts. of lode-stuff.

CASTELL CARN DOCHAN returns for the week 2 ozs. 6 dwts. 6 grs. of Gold, from 19 cwts. of lode-stuff. Eight heads of stamps went to work on the 9th.

EAST JANE.—The shareholders in this mine will be pleased to hear that their property is gradually improving. They have a good lode in the 36 fathom level, which is increasing in value; and other parts of the mine are equally encouraging.

PROSPER UNITED.—A very important discovery has taken place in the bottom level (the 80), west of Hill's shaft, where the lode is valued at 5 tons of copper ore per fathom; and the winze below the 70, ahead of the 80 fathom level end, is worth from 15*l.* to 20*l.* per fathom. There were sold on Thursday 373 tons of copper ore for last month; about 10 tons of tin are also sold monthly.

OLD GUNNISLAKE MINING COMPANY.—At the board meeting, held on Thursday, it was announced that Captain Blakeley, of the Blakeley Ordnance Works, Southwark, had taken 500 shares in the company, and had accepted the office of Chairman. The transfer of the mines by the vendor to the company was reported as completed, and the mines in full work. The secretary informed the board that more shares had been applied for, but there were none to allot.

MELLANEAR.—This mine has been carefully inspected, both at surface and underground, by Capt. Joseph Vivian, of North Roskear, and Capt. John Nancarrow. Capt. Vivian reports that the sett is an extensive one, situated to the westward of, and in the same belt of mining ground as, Alfred and Great Alfred Consols. The geological features connected with the large deposits of copper found in those mines are continued in this, the clay-slate being unchanged in character, traversed by the same lodes and elvan courses, and similar cross-courses. He recommends that they should, without delay, sink the engine-shaft with all possible dispatch, in order to get at the junction of the lode and elvan course. Capt. John Nancarrow reports that the strength, size, and general character of the main lode, the very promising appearance of the north lode in the back, their numerous intersections by cross-courses, and the influence of elvans, irresistibly point out this ground as having in itself all the elements of a great and prosperous mine.

THE GRYLLS MINES.—At Wheal Grylls considerable improvements are taking place. The last month's sale of tin was about 12 tons, which left a profit of nearly 100*l.* East Grylls sold 5 tons of tin last week, which paid the monthly cost. The mine has recently much improved. At Great Grylls, the cutting of Stephen's lode and others at the junction, is attracting attention. In the cross-cut discoveries are confidently expected similar to those in the levels above.

EAST WHEAL LOVELL.—The lode in the new shaft, which was valued at 150*l.* per fm., has proved to be of greater value, and sinking is now being proceeded with upon this rich deposit of tin. The lode recently intersected in the 40 fm. level has been cut through; it is three feet wide, and worth from 60*l.* to 70*l.* per fathom; driving will be commenced east on a lode worth 60*l.* per fm., and west on a lode worth 60*l.* per fm. The south lode, sinking below the 20, is improving, and the communication from the shaft, on the south lode, will shortly be made, when (as the agent says) the reserves on this lode, which are considerable, will become available. There are other points of importance, amongst which is the Turnpike shaft lode, now being developed. Since the last sale several tons of tin have been prepared ready for the smelting house. The last sale realised 58*l.* per ton; but as tin is advancing in value, about 60*l.* per ton will, no doubt, be realised for the next parcel.

EAST CARADON.—This mine continues to improve. In the week ending April 29 the aggregate value of the several ends was estimated at from 39*l.* to 42*l.* per fathom; last week they rose up to from 45*l.* to 48*l.*, while this week they have reached 54*l.* per fathom, so that the expectations of success held out by Captain Seccombe are being steadily realised. The shareholder should remember Captain Seccombe's report at the recent meeting, in which he stated that the 80 east had opened up a lengthy and profitable piece of ground, better than in the 70 over, "and from the strong lode seen in the 90, together with the other points of interest in the sett still undeveloped, I consider our chances of discoveries for the future are very good." The dividends which this mine now pays give an interest of about 15 per cent. per annum on money invested in the shares at present prices.

GREAT SOUTH CHIVERTON is still exciting great expectations in the district, the miners who are watching its progress, with a knowledge of the features and indications which were first discoverable in West Chiverton, being, without exception, strongly impressed with a conviction that the great South Chiverton will prove to be as valuable a mine as that has turned out to be, and which there is good reason to believe will presently become much more valuable than it is at present.

THE GREAT DARREN MINE.—Notwithstanding the general practical mining business for the past quarter has been broken into by the frosty weather acting against the machinery, so much that a sale of 20 tons of ore, worth nearly 400*l.*, that would otherwise have been got to market, could not be realised, the accounts of this company show a clear profit of 100*l.* upon the working, which would have been made up to 500*l.* if the weather had proved practicable for dressing. It is not, however, so much to notice this as to point out the fact that the mine undoubtedly begins to make profit from a portion of the vein deeper than any part of it that has ever been seen up to this time. Another important consideration connected with the business of this great mine is that the incomings begin to over-balance the expenditure; this is a most momentous landmark in the progress of mines. We have noticed the neighbouring mine of Bronfloyd with some anxiety for the last 14 years struggling to get the balance on the right side of the scales, and sometimes have been almost disheartened as to its doing so. We should take a lesson in our faith on mining from such examples. About two years ago Mr. Balcombe and his friends at Bronfloyd made the first dividend; from that time to this his path has been pleasant to tread. We draw a similar inference with reference to the future of the Great Darren Mine. There is in this rich little out-of-the way mining valley and its north-east contributory, Cwmsymlog, the rich, profitable, ancient, and lasting mines, already in full operation, of Bronfloyd, the Great Darren, the East Darren, the South Darren, the Cwm Erfin, and the Bwlch Consolidated Mines, while several other mines in this locality hold discoveries of long lines of ore ground in the lodes, that cannot fail to be soon turned into profitable mines, it follows from these facts that the attention of miners cannot be too soon seriously directed to the unexplored silver-lead regions of Cardiganshire.

GREAT NORTH LAXEY.—From the report received this week, it will be seen that they appear to be on the eve of a most important discovery at the bottom of the shaft. If so, we may look for a great rise in the shares almost immediately.

THE ABERDARE SMOKELESS COAL FIELDS.—If one is to believe the reports from time to time as to the profits of the Aberdare Steam Coal Collieries, the modern El Dorado seems to have found its *locus in quo* in that "Happy Valley," or, as they say in Pennsylvania, our Welsh friends seem to have "struck oil." Private coalowners are realising incomes annually, which must make the Chancellor of the Exchequer's mouth water, as he calculates what the four pences derivable therefrom will "tottle up to." It is not to be wondered at that the Limited Liability principle should have invaded these lands of promise. This week chronicles another absorption. Following in the wake of Powell's Duffryn, the Bwllfa, and others, the large Hirwain Works, embracing collieries, blast-furnaces, rolling-mills, and all the etcetera of such undertakings, with the thousands of acres of coal and ironstone comprised in the mineral territories of Hirwain and Rhygos, have passed into the hands of the Hirwain Coal and Iron Company (Limited), of which the directors find one-half of the capital themselves, and doubtless they will have plenty of investors glad of an opportunity of joining them in an enterprise promising such great results, and having so little of the speculative element in its composition.

TOTAL GOLD PRODUCTIONS FROM 1850 TO 1863, INCLUSIVE:—

Old sources	£202,793,000
British Columbia	5,605,000
Australia and New Zealand	136,388,000
California and United States	142,200,000
Other countries	1,018,000
Total	£488,004,000

LAKE SUPERIOR COPPER.—The total copper product of Lake Superior in 1864, as per tables published in the *Mining Journal* and *Miner*, is 8561½ tons, producing about 6850 tons of ingot copper, worth $6,850,000, and from each district as follows:—Keweenaw District, 2548½ tons shipped; Portage Lake District, 4292¾ tons produced; Ontonagon District, 1722¼ tons shipped—total, 8561½ tons. This amount would have been from 1500 to 2000 tons larger had it not been for a great falling off in the products of the Minesota, the scarcity of labour in some of the districts, and its employment largely in opening new mines.

COAL MARKET.—The fresh arrivals this week numbered 108 ships. For household coals the demand has been more active, and a complete clearance effected at an advance of 6d. per ton since this day week. Hartley's and manufacturers' in steady demand, at last week's currency. Hetton Wallsend, 18s.; Haswell Wallsend, 17s. 6d.; Braddyll's Wallsend, 16s. 3d.; Russell's Hetton Wallsend, 16s.; Hartlepool Wallsend, 17s.; Heugh Hall Wallsend, 16s. 3d.; Tunstall Wallsend, 15s. 3d.; Hartwell Wallsend, 15s. 3d.; Hetton Lyon's Wallsend, 15s. 3d.: Unsold, nil.; 40 ships at sea.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, MAY 12, 1865.

COPPER.	£	s.	d.	£	s.	d.
Best selected....p. ton	92	0	0-	—		
Tough cake & tile „	91	0	0-	—		
Burra Burra .... „	94	0	0-	—		
Copper wire ......p. lb.	0	1	0	1	0¼	
ditto tubes .... „	0	1	1-	—		
Sheathing & bolts p.ton	95	0	0-	—		
Bottoms .... „	100	0	0-	—		
Old (Exchange).... „	91	0	0-	—		
IRON.	Per Ton.					
Bars Welsh, in London..	7	12	6-	7	15	0
Ditto, to arrive	7	7	6-	7	10	0
Nail rods	8	10	0-	—		
„ Stafford. in London	8	15	0-	9	15	0
Bars ditto	8	15	0-	11	0	0
Hoops ditto	9	15	0-	10	10	0
Sheets, single	10	7	6-	11	0	0
Pig No. 1, in Wales....	4	10	0-	—		
Refined metal, ditto....	4	0	0-	5	0	0
Bars, common, ditto....	6	15	0-	7	0	0
Do., merch., Tyne or Tees	7	10	0-	—		
Ditto, railway, in Wales	6	12	6-	7	0	0
Ditto Swed. in London.	12	0	0-	—		
To arrive	12	0	0-	—		
Pig, No. 1, in Clyde....	2	14	6-	2	18	9
Ditto, f.o.b. Tyne or Tees	2	9	6-	—		
Ditto, Nos. 3, 4, f.o.b. do.	2	6	6-	2	5	6
Railway chairs.........	5	10	0-	5	15	0
„ spikes.........	11	0	0-	12	0	0
LEAD.						
English Pig, ordny. soft	20	0	0-	20	5	0
Ditto (WB)	21	5	0-	—		
Ditto sheet	20	5	0-	—		
Ditto red lead	22	0	0-	23	0	0
Ditto white	26	0	0-	27	0	0
Ditto patent shot.......	23	0	0-	—		
Spanish	19	0	0-	—		

BRASS.	Per. lb.					
Sheets	9¼d.-	—				
Wire	9d.-	—				
Tubes	9¾d.-	—				
STEEL.	Per Ton.					
Swedish, in kegs (rolled)	15	10	0-	15	16	0
„ (hammered).	16	0	0-	16	10	0
Ditto in faggots.........	16	0	0-	16	10	0
English, Spring	18	0	0-	23	0	0
QUICKSILVER (per bottle).	8	0	0	nom.		
SPELTER.	Per Ton.					
Foreign	21	5	0-	—		
To arrive	21	10	0-	—		
ZINC.						
In sheets	26	0	0-	26	10	0
TIN.						
English, blocks	97	0	0-	—		
Ditto, Bars (in barrels)..	98	0	0-	—		
Ditto, Refined	100	0	0-	—		
Banca	98	0	0-	—		
Straits	93	0	0-	—		
TIN-PLATES.*						
IC Charcoal, 1st qua. p. bx.	1	8	0-	1	10	0
IX Ditto 1st quality „	1	14	0-	1	16	0
IC Ditto 2d quality „	1	6	6-	1	7	0
IX Ditto 2d quality „	1	12	6-	1	13	0
IC Coke .... „	1	2	6-	1	3	9
IX Ditto.......... „	1	8	6-	1	9	9
Canada plates ....p. ton	13	10	0-	—		
In London; 20s. less at the works.						
Yellow Metal Sheathing...p. lb.	8d.-8¼d.					
Sheets..................p. lb.	8d.-8⅛d.					
Indian Charcoal Pigs in London	7	0	0-	7	10	0

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—From the tenor of the late intelligence received from America, there is very little doubt that peace will soon be established there; and immediately that is the case a considerable impetus will be given to the Metal Market, as in consequence of the almost total cessation of the shipments to America for some considerable time past, there must be a great want of metals there, which will have to be supplied from this country, and we may, therefore, look for a very considerable increase in the orders for metals from thence. We shall, therefore, hail the return of peace, not only on account of the stoppage of the frightful slaughter which has for so long a time been going on there, and the cessation of that destruction of property which has been devasting the land, and the return to peaceful employments of the large body of men who have been serving in the various armies, but also because of the great advantage which the trade of this country will receive thereby, and the hope that in due time there will be a return to those extensive commercial operations which formerly characterised our relationship with America. During the past week the metal market has exhibited a slight degree of improvement, orders are more freely given out, and in some instances prices have become firmer, and there is now every reason to hope that we shall ere long be enabled to record a much more satisfactory state of business in the metal trade.

COPPER.—The market for this metal has been quiet during the week, and prices have remained unaltered. Burra may now be quoted at 94*l.*

IRON.—In Staffordshire the orders for finished iron are rather more extensive, and all the leading houses are in full operation. From the United States a few orders have been received, and it is hoped that more will come ere long. The exports of iron to that country in March last were very little over a fifth of the amount in the corresponding month of last year; there, however, appears a good prospect of a revival of activity in the trade. No doubt the North Staffordshire strike has something to do with the improvement, and as it seems likely to be over shortly it may somewhat check orders to the South. In Welsh, from continental and other foreign markets the demand continues good, and the prospects for the future are, upon the whole, encouraging. Home contracts for railway iron have been secured by several of the local firms. Quotations are fairly maintained, the market showing rather an improving tendency. In Swedish iron the supply is rather scarce, and consequently prices are firmly maintained. In Scotch pig-iron the market has been moderately active during the week, but, upon the whole, prices have declined. At the commencement of the week prices stood at 54s. 3d. cash, and 54s. 4½d. one month, but soon slightly improved to 54s. 4½d. cash, and 54s. 8d. one month, but soon declined to the former prices, and afterwards to 54s. cash, and 54s. 3d, one month; these prices, however, could not be maintained, and the market again fell to 53s. 10½d. cash, and then to 53s. 7½d. cash. Upon the news from America of the surrender of Johnston's army a little excitement occurred, and business was done at 54s. 3d. cash, and 54s. 6d. one month, but prices soon dropped again to 53s. 9d. cash, and 54s. one month. The last advices from Glasgow state the market to have opened quietly at 53s. 7½d. cash, but slightly improved to 53s. 10½d. cash, and 54s. 1½d. one month, but the amount of business done was small.

LEAD.—No alteration in prices has occurred during the week, but the market is exceedingly dull, and transactions very limited.

TIN.—Business in foreign has not been very extensive, and the price of Straits remained at 93*l.* cash; for arrivals sales have been effected at 95*l.*

SPELTER.—This metal has continued to improve during the week, and extensive sales have taken place at advanced prices, and it may now be quoted at 21*l.* 5s. on the spot, and 21s. 10s. for forward delivery. The advance may probably continue for a short time, but when the spring shipments arrive, no doubt, prices will become easier.

ZINC.—An advance of 2*l.* per ton in sheet has been announced by the makers.

TIN-PLATES.—The late advance is maintained, and the works are better employed, in consequence of the impetus which the improved enquiry has imparted to the trade. Stocks are large in the hands of many of the makers. STEEL still continues neglected.

QUICKSILVER.—But little business doing.

SPELTER.

The rapid decline in the stocks of this article, and the prospect that future supplies to this country will not suffice for the heavy consumption, begin to attract attention. It appears that France has been an unusually heavy buyer of spelter this spring, owing, doubtless, to the activity of the zinc trade, and the spring arrivals in Hamburg will, therefore, be largely diverted to that country.

The continued reduction in the Silesian production, owing to exhaustion of the mines, is now beyond all doubt; and the result will, probably, be a rise in the price of spelter, which will stimulate increased production in other quarters. It must be remembered, however, that the production showed no great signs of increase from 1853 to 1857, with an average price of 25*l.* per ton; and it was only after 30*l.* to 31*l.* 10s. had been the current prices for nearly a year, that a large extension in the make was observable. We call attention to the following figures:—

STOCKS OF SPELTER IN ENGLAND.

	London.	Outports.	Total.	
On 1st July, 1864 (price 24*l.*)	12,448	2275	14,723	tons.
On 1st May, 1865 (price 20*l.* 10s.)	6,417	966	7,383	„
Decrease in 10 months	6,031	1309	7,340	„

PRODUCTION OF SPELTER IN SILESIA.

In 1860	40,500	tons.
In 1861	41,500	„
In 1862	41,000	„
In 1863	38,000	tons.
In 1864	36,500	„
In 1865 (estimated)	35,000	„

THE LIVERPOOL METAL MARKET—MAY 11.

PIG-IRON.—The unsettled state of American affairs keeps this market very flat, with prices a shade depressed; very little business has been done this week, and prices close to-day at 54s. 6d. cash.

MANUFACTURED IRON continues to improve, and a good feeling exists in the market. Makers are evidently filling their books fast, and getting rather independent as to prices. There is no real advance in price as yet, but when matters are fairly adjusted after the upset of the lock-out we may look for decided improvement. The North Staffordshire works are gradually getting to full work again, though the strike is not yet over. The North Staffordshire masters are, at last, getting the complete upper hand of the men, and we may expect to see them coming in a body to work at the reduction in a very few days. Common Welsh bars are in better demand, at full prices; quoted 6*l.* 15s., f.o.b. in Wales.

COPPER is without animation, prices remaining much the same as last week, and holders firm.

TIN.—English tin remains firm at our last quotation, and a very fair business has been done. Banca and Straits have been rather neglected.

TIN-PLATES continue very firm at the last advance. Charcoals show some symptoms of improvement, and are quoted 26s. to 26s. 6d., f.o.b. Cokes, 22s. 6d. to 24s.

BIRMINGHAM, MAY 12.—Rylands' "Iron Trade Circular" says—There is a better, and we may say a brisker, business in our market in pigs Some who have made sales over next quarter are asking 1s. 3d. to 2s. 3d. more in manufactured irons. Orders are coming in, but not sufficient to give second-class brands a first-class price: 7*l.* 15s. is as much as can be got for such makes in either case. There is no pressure of buyers sufficient to warrant an advance in quotations. South Wales is well off for orders. Most makers are firm in prices, and some are asking 2s. 6d. to 5s. per ton more.

The MINING SHARE MARKET, on the whole, has been rather dull this week, and not much general business transacted; for one or two mines, however, a steady demand has been kept, and prices have advanced considerably. Among these, the most conspicuous have been North Shepherds, Wheal Buller, West Frances, Copper Hill, Great Laxey, Great North Laxey, Frank Mills, Great Busy, North Basset, Prosper United, West Caradon, Wheal Chiverton, Bottle Hill, Wheal Harriett, Wheal Rose, Wheal Truscott, and a few others. Wheal Buller shares advanced to 65, and leave off 55 to 65; the lode is not yet cut in the 80, but expected every hour. At the meeting, on Tuesday, the shares will be subdivided into 512ths, and a committee of management appointed. Copper Hill shares, owing to the advance in Buller, have been in demand, at 10 to 15. Clifford Amalgamated, 29 to 30; Condurrow, 60 to 70; Cook's Kitchen, 9¾ to 10¼; East Basset, 14 to 16. Carn Camborne, 30s. to 32s. 6d.; the 40 west, on the south lode, is worth 4 tons of copper ore per fathom; in the western shaft, below the 13, the lode is worth 1½ ton per fathom. Bottle Hill, 10s. to 15s.; the lode in the 12 is 8 feet wide, turning out better quality work than for some time past. East Carn Brea, 7 to 7½; East Lovell, 14 to 14½; East Russell shares have again advanced, and leave off 3¾ to 4. East Grenville, 3½ to 3¾; at the meeting, a call of 2s. per share was made. Great South Tolgus, 2 to 2½. East Caradon, 13⅜ to 13⅝; the 80 east, on the caunter lode, is worth 12*l.* per fathom; the 80 west, 10*l.* per fm.; the 90 east, 8*l.* per fm.; the 90 west, 18*l.* per fathom; the south lode, in the 80 east, is worth 6*l.* per fathom. Great Wheal Vor, 32 to 33; Marke Valley, 5¼ to 5½; North Basset, 19s. to 21s.; North Crofty, 2 to 2½; North Treskerby, 2½ to 2¾; Pendeen, 2¾ to 3¼, and enquired for; Providence Mines, 31 to 33. Redmoor, 3s. to 5s., and in good request; at the meeting a call of 2s. per share was made. Great Laxey, 19 to 20. Great North Laxey, 2½ to 3½; these shares have been in good demand; and a discovery in the shaft is daily expected. In sinking below the 60, on Thursday night, there was such a sudden gush of water that it filled the shaft 12 feet; the water has now been mastered, and the agent has no doubt he is close upon a large and open lode, such as in Great Laxey is so productive. South Basset, 4½ to 5½; South Caradon, 510 to 520; South Caradon Wheal Hooper, 7s. 6d. to 10s.; South Condurrow, 3½ to 3¾. Great Wheal Busy shares, which, about three weeks ago, were at 20s., have advanced to 4½, 5; on Friday morning they opened 4¼ to 4½, and left off 5¼ to 5¾; the No. 1 lode, in the 150, is worth 20*l.* per fm.; Offord's shaft, below the 140, is worth 25*l.* per fm.; the new lode, in the 140, is worth 70*l.* per fm.; the 130 east, 25*l.* per fm.; other parts are looking well; 32 tons of tin have been sold for 52*l.* 12s. 6d. per ton, and 501 tons of copper ores sampled. At Wheal Harriett, the main lode, in the 115, is improving, worth 8*l.* to 10*l.* per fathom, and every day expecting to cut the same lode in the 90 in the coming week.

Wheal Crebor, 38s. to 40s.; at the meeting the accounts showed a cash balance in hand of 282*l.* 15s. 5d., and assets over liabilities of 3*l.* 1s. 6d., and a call of 1s. per share was made. The sampling is 132 tons of ore, and about 60 to 70 tons on the mine towards the next. The 108 east has not yet got into the dip of the ore east, but daily expected. The 84 east is worth 3 tons of ore per fm. The 48 east is improving, and getting into ore. South Lovell, 2¼ to 2¾; Tincroft, 17 to 18; Tolvadden, 25s. to 30s.; Wentworth Consols, 8 to 8½. East Gunnislake, 22s. 6d. to 27s. 6d.; the lode in the deep adit is looking better, and there is a general opinion that a rich course of ore is not far distant. The agent's report states the lode in the deep adit is still improving, producing good saving work. East Rosewarne, 2¼ to 3⅝; the 70 west is worth 20*l.* per fm.: the 70 east, 10*l.* per fm. The ore, 193 tons, sold for 1696*l.* 13s. 6d. West Caradon shares have been in demand up to 11½, and leave off 11 to 12. West Seton, 180 to 190. Grambler and St. Aubyn, 4 to 6; at the meeting the accounts showed a balance against the adventurers of 301*l.* 8s. 6d., and a call of 1*l.* per share was made. The ores sold for the two months realised 153*l.* 9s. 7d., and the agent reports the returns are increasing; and, from present appearances, he believes they will further increase. West Tolgus, 59 to 61; Wheal Basset, 85 to 90; Wheal Grenville, 3⅜ to 3⅞; Wheal Rose, 34 to 36; Wheal Seton, 200 to 205; Prosper United, 2¾ to 3; there is a good improvement in the 80 west, or bottom level, and worth 5 tons of ore per fm. A winze below the 70, and in advance of the 80 end, has also improved, worth 15*l.* per fm. Wheal Trelawny, 19 to 20; Wheal Union, 10s. to 15s.; Wheal Uny, 2½ to 3; Wheal Truscott, 1½ to 2. North Shepherds have advanced to 7, 7½, and in demand; the lode at the shaft is improving, and also the 30 west, which is being driven to get under the ore ground in the 20. West Chiverton, 62½ to 65; the ore for the fortnight realised 2032*l.*, the best parcel realising 20*l.* 3s. 6d. per ton, for 80 tons. The 90 west is worth 100*l.* per fm; the 90 east, 80*l.*; the 70 west, 40*l.* Burgess' shaft, below the 70, is worth 30*l.* per fm. Wheal Chiverton shares have been in good demand, at 6 to 6½; the water is now drained 69 fms., and draining at the rate of 1 fm. a week. Mineral Bottom, 4½ to 5½. North Roskear, 13½ to 15½; at the meeting a call of 1*l.* per share was made. The actual loss on the two months' working was 351*l.* 1s. 11d. The prospects, both for tin and copper are better. Frank Mills, 7 to 7½; at the meeting, on Tuesday, a dividend of 7s. per share was declared. Drake Walls, 15s. to 17s. 6d.; Old Gunnislake, ⅜ to ⅝.

The British Mining and Smelting Company (Limited) has been introduced to the public, with a capital of 300,000*l.*, in 15,000 shares, of 20*l.* each, 2*l.* per share paid on deposit, and 3*l.* on allotment. The direction at present is confined to the directors of the Devon Great Consols, and the objects of the company are to work effectually setts around that property; and of these the following already belong to it—Crowndale, Wheal Benny, River Tamar, and Wheal Williams. That the mining district of Tavistock is one of the richest in the kingdom it would not be difficult to show; but it has been ruined in public estimation, and brought into disrepute, not through legitimate mining—for where carried on perseveringly *that* has been successful—but through *scratching* for minerals, and *working* for premiums on shares. It was a district years ago for promoters and jobbing agents; and until the latter are done away with, no good will come of it. It is matter of congratulation, therefore, to see a company like the present established, with a large capital, with a determination to prosecute mining legitimately, and to redeem the character of the district.

While on the subject of the Tavistock district, we may also state that the Old Gunnislake Mining Company has been governed on the same legitimate principle, and a more *bona fide* or better speculation was never brought out. Difficulties have arisen between the vendor and the directors since it was orginally introduced; but all these have been overcome, the mine is in full operation, and Capt. Blakeley—of the Blakeley Ordnance Works—has taken a large interest, and become Chairman of the board of directors. The introduction to mining of a gentleman of Capt. Blakeley's wealth and position is also a great advantage to the district.

On the Stock Exchange a very limited amount of business has been transacted in Mining Shares during the week. The following quotations were recorded in British Mining Shares:—Chiverton, 5, 6; East Wheal Basset, 3⅝; Great Laxey, 19, 19½, 18¾; Tincroft, 17½; East Caradon, 13⅜, 13½, 13¼; East Carn Brea, 6¾, 7.—In Colonial and Foreign Mining Shares the prices were:—Cape, 10¾, 10½, 10⅞, 10½, 11½; Yudanamutana, 1½, 1⅝; Don Pedro, ½, ⅜, ½; Linares, 4; St. John del Rey, 38, 37, 36, 34½, 36, 35; United Mexican, 4⅜, 4¼; Cobre, 27, 27½, 26¾; Vallanzasca, 1⅝.

IRISH SHARE MARKET.—What we have repeatedly said of the subtle sympathy of our Mining Share Market with any occurrences of public interest, through out of doors of our Stock Exchange, and entirely foreign to mining matters, has never been stronger displayed than since the arrival of his Royal Highness the Prince of Wales, and the opening of our Exhibition. Of course the feeling of uncertainty which pervades our

financial community with reference to the possibility of a further change in the rate of discount by the Bank of England has also exercised a damaging effect—more so, indeed, than if the late rise to 4½ had at once been made to 5 per cent., with some assurance of a longer continuance of that rate, and there are not a few complaints on the part of monied men that the Old Lady of Threadneedle-street should, by her increased fickleness, keep them in a constant state of most uncomfortable flutter. So strong have all these adverse influences been for the last several days, that on more than one occasion we have had a complete blank, not only in the list of transactions in mining, but also in steam and miscellaneous securities, with a tendency in almost every case towards lower prices. Even the shares of the Wicklow Copper Mining Company and of the Mining Company of Ireland, so much the favourites of such buyers as prefer a small but safe percentage of dividend to prospects of much larger profits, coupled with the necessity of using some discriminitive judgment, have within the last few days been ineffectually offered for sale at a small reduction in prices. However, the solidity of the present condition and of the prospects of these companies is too well known and understood to admit of a doubt of a speedy return of more active business in their shares. The smaller description of shares suffered likewise, but not fully to the same extent. A small parcel of Carysforts was done at 12s. per share (27s. 6d. paid.) Par would be taken for the shares of the General Mining Company for Ireland, and 22s. for Connorrees (20s. paid.) Other shares of mines or quarries have not even been alluded to.

THE PETROLEUM COMPANY OF WESTERN VIRGINIA (U.S.) is the title of an enterprise (with a capital of 200,000*l.*, in 20,000 shares of 10*l.* each, (of which there will be a first issue of 10,000 shares) having for its object the development of the oil resources of Western Virginia, which, according to competent judges, are far superior to those of Pennsylvania, the oil being lubricating, and of greater specific gravity, and is more valuable for commercial and manufacturing purposes. It is proposed in the first instance to sink 15 wells: supposing that 10 only strike oil, and taking the company's interest at the low average of 15 barrels per day per well, there will be produced about 200*l.* worth of oil per day. It is computed that 25 per cent. of the value of the gross yield will fully meet every cost, in which case, assuming the above estimates to be correct, there will be left a margin of something like 54,000*l.* per annnm, which is equal to 78 per cent. per annum upon the amount of capital (70,000*l.*) proposed to be at present called up. As an evidence that the above estimates as regards the daily yield of the wells are far from being exaggerated, it is mentioned that many wells in the United States are at present yielding from 500 to 1500 barrels per day, and that there are now in America no less than 342 companies for working petroleum, with a nominal capital of $251,355,000, and that many of them are paying dividends of from 4 to 20 per cent. per month upon the capital subscribed. All the preliminary expenses incidental to forming the company are guaranteed to be defrayed for 2000*l.*

The BRITISH, INDIA, AND COLONIAL TRUST AND AGENCY CORPORATION is the title of an enterprise shortly to be introduced to the public. Among other objects, it has in view the establishment of an improved system for the conducting of agencies and commissions, and a carrying trade of valuables and parcels to and from India and the colonies; also to form a safe depository for property and wills, for whose security and administration the corporation is to be responsible; and also to afford full, accurate, and unbiassed information of every description respecting India and the colonies—information which at present is only obtainable with difficulty from offices scattered over London—from statistical documents and official papers, and from consultation with numerous persons who have resided in various parts of the empire. Although this contemplated work is already performed by private individuals, yet the necessity for such a well-organised enterprise as that now proposed to be formed is found in the fact that this description of business is daily increasing; also in the difficulty of ascertaining with what private agency property has been deposited, and in the permanent security afforded by a public corporation. It is urged that the commission charged upon such an amount of business as the company will transact will form (together with the other sources of income) a remuneration sufficient to afford satisfactory dividends. The first issue of share capital will be 100,000*l.*, in 5000 shares of 20*l.* each.

At Redruth Ticketing, on Thursday, 2433 tons of ore were sold, realising 12,717*l.* 10s. The particulars of the sale were:—Average standard, 122*l.* 7s.; average produce, 6½; average price per ton, 5*l.* 4s. 6d.; quantity of fine copper, 158 tons 13 cwts. The following are the particulars:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
April 13	2140	£122 12 0	6⅜	£5 0 6	15s.10½d.	£79 6 0
" 20	4419	127 16 0	5⅞	4 11 0	15 11½	79 16 0
" 27	3175	122 6 0	6⅛	4 16 6	15 7	77 16 0
May 4	3119	121 12 0	6¾	5 8 6	16 1⅛	80 13 0
" 11	2433	122 7 0	6½	5 4 6	16 0	80 3 0

Compared with last week's sale, the standard has slightly declined. Compared with the corresponding sale of last month, the standard has slightly advanced.

At the Swansea Ticketing, on Tuesday, 1196 tons of copper ore were sold, realising 12,483*l.* 8s. The particulars of the sale were—Average standard, 100*l.* 13s. 10d.; average produce, 12⅝; average price per ton, 10*l.* 8s. 9d.; quantity of fine copper, 151 tons The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
April 11	2048	£ 95 15 6	19⅜	£16 6 0	16s.10d.	£84 2 3
May 9	1196	100 13 10	12⅝	10 8 9	16 6⅛	82 14 0

Compared with the last sale, which was also the corresponding sale of last month, the decline has been in the standard 1*l.*, and in the price per ton of ore about 2s. 6d. Of the 1196 tons of ore sold on Tuesday, 1060 tons were British ores, which gave an average produce of 12, and sold at an average standard of 101*l.* 3s. 10d.=9*l.* 18s. 2d. per ton of ore; the remaining 136 tons were foreign ores, which gave an average produce of 17⅝, and sold at an average standard of 96*l.* 19s.=14*l.* 11s. 5d. per ton of ore. On May 23 there will be offered for sale 1453 tons of ore, from Knockmahon, Berehaven, Genoa, Var, Casali, Victor Emanuel, Moonta, the Cape, and elsewhere.

At Frank Mills meeting, on Tuesday (Mr. W. T. Smith in the chair), the accounts showed a credit balance of 1638*l.* 17s. 9d. A dividend of 7s. per share was declared. Details in another column.

At East Wheal Grenville meeting, on Wednesday (Mr. Wells in the chair), the accounts for the quarter ending March showed a credit balance of 122*l.* 3s., and a balance of liabilities over assets of 589*l.* 4s. 2d. A call of 2s. per share was made. Capts. Odgers and Bennetts reported they were of opinion that before the next meeting some two or three important points are likely to come off, and of which they have strong hopes.

At Grambler and St. Aubyn meeting, on Tuesday, the accounts for [Feb.] and March showed a debit balance of 301*l.* 8s. 6d. The loss on the two months' working was 359*l.* 3s. 1d. A call of 1*l.* per share was made. Capt. John Mitchell reported that their returns were gradually increasing, and, from present appearances, was likely further to increase.

At Wheal Jane (Kea) meeting, on Monday, the accounts to the end of February showed a credit balance of 272*l.* 4s. 3d. The loss on two months' working was 54*l.* 9s. 7d. Capts. Bray and Giles reported upon the various points of operation.

At South Exmouth Mine meeting, on Tuesday (Mr. W. T. Smith in the chair), the accounts to date showed a debit balance of 1945*l.* 17s. 10d. A call of 5s. per share was made. Capts. J. P. Nicholls and George Maunder reported that they hoped before the next meeting to have intersected and laid open the lodes in the 90, when, if their expectations be realised, they will be in a position to give a much more favourable report.

At the Great North Downs Mine meeting, yesterday (Mr. Pinner in the chair), the accounts showed a debit balance of 1689*l.* A call of 5s. per share was made. The report of the agent (which appears in another column) showed that the cause of the debit balance being so heavy was from the fact that the greater portion of the ore ground had been under water, arising from an accident in the county adit. It was explained that this accident had been rectified, and the cutting of the Wheal Rose lode in the 90 was daily anticipated; this would enable the agents to sink the eastern part of the mine 20 fathoms deeper, in a rich course of ore. The 80, at Wheal Rose, up to the boundary, was worth 50*l.* per fathom, and King's shaft was within 5 fathoms of this course of ore.

At the Great Brigan Mine meeting, yesterday (Mr. R. M'Callan in the chair), the accounts showed a debit balance of 875*l.* 17s. 10d. A call of 4s. per share was made. The report of the agent referred to the prospects of the mine as exceedingly good, having the lodes of North Treskerby and Wheal Rose running through the sett.

At Wheal Crebor general meeting, on Thursday, the accounts showed a cash balance in hand of 282*l.* 15s. 5d., and an excess of assets, after all accounts were paid, of 3*l.* 1s. 6d. A call of 1s. per share was made.

At the Pendeen Consols Mine meeting, on Tuesday (Mr. Bawden in the chair), the accounts for the three months ending with March cost showed a profit of 24*l.* 0s. 11d. The general balance-sheet showed a credit balance of 98*l.* 2s. 1d. The report of the agents, which appears in another column, having been read, which referred to the improved position of the mine, a letter from Mr. White (the purser) was submitted, which stated that, according to the present prospects, the mine would pay its costs for the next three months, even with the present price of tin, but on account of the bunchy nature of the ground they could not venture to give any opinion as to the future. There was 60*l.* worth of copper dressed at surface. The Chairman said that the position of the mine had improved during the past three months, and he thought there was good ground for believing that a further improvement would soon be made. He needy hardly say that there were very few progressive mines that could, with the present price of tin, show that the costs were more than met. There were now six men engaged in driving to cut the Great Pendeen lode, and it was calculated that for those men to get wages they must drive 18 fathoms in three months, in which case that lode would be seen during that period. Mr. Birdsey mentioned that Capt. Eddy had expressed an opinion that a rich lode would be found in the 154, which level was now being driven. Mr. Jeffrys asked if when the Great Pendeen lode was cut some time since there was not such a great influx of water as to prevent the continuance of operations? Mr. Birdsey said that such was the case, but that the water was dammed back under the instructions and recommendations of the agents of the two adjoining mines (Botallack and Levant). Mr. Mocatta mentioned that in the 154 (corresponding to that now being driven in Pendeen) all the riches in the Botallack and Levant Mines were found. Mr. Jeffrys thought it desirable that the south lode should be tested in depth as well as in the upper levels. The secretary (Mr. Cohen) said that two of the upper levels were being driven upon that lode, and a cross-cut was being put out at a third level, but he did not think they were yet quite prepared to drive the lower levels. The Chairman (in reply to an enquiry) said that the impression at the last meeting was that the cost of the ensuing three months would not be met by the returns, but, as he had already remarked, notwithstanding the low price of tin, that had been more than done. The report was ordered to be entered on the minutes, and the accounts were passed and allowed. The committee of management were re-elected.

At Roskearnoweth Mine meeting, on Tuesday, the accounts for Feb. and March showed a credit balance of 38*l.* 3s. A call of 5s. per share was made. Capts. Vivian, Angove, and Hosking reported that the favourable points in this mine consist in driving west on the North Roskear main lode, and opening on the Parkanbowan caunter lode at depths varying from that of the adit, which is about 12 fms. from the surface, to the 70, which is about 80 fms. from the surface, and in being able to do so free from expenditure for drawing the water, which flows into North Roskear.

At North Roskear Mine meeting, on Tuesday, the accounts for February and March showed a debit balance of 1139*l.* 10s. 6d. A call of 1*l.* per share was made. The sum of 20*l.* per annum was voted to Capt. W. Thomas for land destroyed. Capts. Vivian, Angove, and Hosking reported that they are gradually increasing their quantity of tin, and should the price of this metal advance still further, they may stope ground now idle, and add considerably to their sales of tin, having now ample power on the mine to return a much greater quantity of tinstone than they are now raising.

At East Pool Mine meeting, on Monday, the accounts showed a debit balance of 3962*l.* 7s. 6d. Mr. Abraham James was appointed underground night and day agent of the mine, at a salary of 10*l.* 10s. per month, and Capt. Maynard's salary is to be in future 10*l.* 10s. a month. In referring to the heavy amount of bills, and largely increased balance against the mine, the committee state that the erection of the steam-stamps and other costly machinery, rendered requisite by the great improvement in the tin ground, are now nearly completed, and in a very few weeks the operation of dressing will be resumed on so large a scale as to lead them to hope that it will not be found necessary to make any call, the future returns promising to be so considerable as speedily to reduce the debt, and give prospects of a resumption of dividends at no remote period.

At the Wentworth Consols Mine meeting, on May 5 (Mr. E. Burgess in the chair), the accounts from the commencement of the mine in March, 1864, to March, 1865, showed a credit balance of 2623*l.* 3s. It was stated that every charge on the mine, including engines, pitwork, &c., to the end of March was contained in the statement of accounts. All the required machinery being provided, in future the costs will be confined to the exploration of the mine, and the total expense is estimated not to exceed 300*l.* per month. The report of the agents (Capts. Jas. Juleff and Jas. Harris) stated that the new 60-in. cylinder-engine, which has been erected, was of sufficient power to drain the mine to a considerable depth; there had also been purchased (and now on the mine) a steam drawing-engine, which would be got to work as soon as required. Good and substantial pitwork, and all other necessaries, had been fixed in the shaft so far as it has been sunk. The report concluded by stating that, taking a general view of the mine, from its situation and character, and from the composition of the lodes, the agents hoped and believed that it would prove to be a very valuable property, which would fully reward the shareholders for their outlay. It was parallel with the productive bearing parts of the rich lodes in West Chiverton Mine, and adjoins that sett.

At the Pennant Slate Company meeting, on May 5 (Dr. W. E. Baddeley in the chair), the accounts showed a credit balance of 2611*l.* 7s. 3d. The directors' report states that the tunnel has been driven sufficiently far into the slate rock to warrant the roofing up, which is now commenced, and will take about four months to complete, after which they will begin to make slates. The top clearing has, considering the money spent (986*l.* 17s. 8d.), progressed very favourably, and everywhere indicates good slate. With reference to this, Mr. Robert Hughes reported that he had nothing to add to his former opinion, that the general appearance was most satisfactory. He strongly recommends them to carry on the workings at the tunnel in both directions, in order that they may have a better idea of the nature of the rock. In the meantime they can proceed more slowly with the top gallery. The directors have spent no money at present in machinery or in making tramways, being anxious to avoid every expense until they are positively required. The retiring directors were re-elected, and Mr. Pooler was re-appointed auditor at 3*l.* 3s. per year, including expenses.

*** With this week's Journal we give a SUPPLEMENTAL SHEET, in which appears a Plan and Description of the Great Darren Mining District, North Wales—Silver Mines of Nevada: the Underground Workings.—Alloys of Metallic Manganese.—Extracting Gold from Sulphides—Gas in London—The Coal Question—Coal Basin of New South Wales—Vicinal Railways in France—Factory Chimneys—High-Speed Compressed-Air Hammer, &c., &c.

MATTHEW GREENE, STOCK AND SHAREDEALER, 9, GRACECHURCH STREET, LONDON, E.C., has FOR SALE at nett prices:—
5 Wheal Unity, 5s. — 25 North Minera, 5s. — 10 New Clifford, 30s. — 10 East Laxey, 38s. 6d. — 10 Long Rake, 25s. — 5 Grambler, £5 10s. — 10 Reinnie Laxey, £4. — 20 Crebor, 39s.
And is a BUYER of North Treskerby at £2⅛; Tolvadden at 24s.
LAXEY MINES (Isle of Man).—M. GREENE has just returned from visiting these mines, and can give every information to investors.
M. GREENE'S "Daily Mining Share Price List" is in type in time for the evening mails, and contains the latest quotations up to the moment of going to press. Post free on application. Bankers: Imperial Bank.

MR. H. WADDINGTON, 77, OLD BROAD STREET, LONDON, E.C.
Shares bought and sold at the closet market prices.
H. WADDINGTON recommends the following shares for immediate investment or speculation.
Basset and Grylls. — Trencrom. — Wheal Uny. — Tolvadden. — Grambler. — Rosewarne United. — East Grambler. — Wheal Rose. — Great North Downs. — East Chiverton. — North Treskerby.
Any holder of the above shares wishing to dispose of the same may hear of a buyer at market prices by communicating with H. WADDINGTON.

MR. G. D. SANDY, SHAREDEALER, No. 48, THREADNEEDLE STREET, LONDON, E.C. (Member of the Mining Exchange). FOR SALE:—
50 East Chiverton, 25s. — 10 East Russell, £4. — 100 Gt. Retallack (an offer wanted). — 60 South Caradon Wheal Hooper, 7s. 6d. — 75 Wheal Hartley. — 25 Bryntail, 30s. — 200 Bottle Hill, 12s. 6d. — 50 Wheal Unity, 7s. — 50 North Treskerby, £2¾. — 30 North Dolcoath, 12s 3d — 10 Wheal Crebor, 39s. 3d. (call paid). — 50 So. Condurrow, £3 11 3 — 20 St. Day United, 17s 6d — 5 Wendron Consols. — 30 Great North Laxey.
BUYER of 1000 Great South Chiverton, at 9s. 6d.
Recommended for immediate purchase, the following:—St. Day United, Great South Chiverton, North Basset, East Lovell, and West Great Work.
Mr. SANDY is always in a position to transact business at the closest market prices. Every information may be obtained concerning the different mines currently dealt in.
Correct Daily Price List issued gratis on application.

MR. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S, BISHOPSGATE STREET, LONDON, E.C., has FOR SALE the FOLLOWING SHARES, at nett prices:—
105 Wheal Pollard, 1s 3d — 85 Gt. So. Chiverton, 4s 3d — 5 Frank Mills, £7⅛. — 60 Bedol-Aur, 10s. — 45 North Downs, 4s. 6d. — 50 North Minera, 4s. 9d. — 50 Wheal Unity, 4s. 6d. — 20 North Basset, 18s. 9d. — 25 Harriett, 15s. 3d. — 15 No. Treskerby, £2 13 9 — 100 Wheal Hartley, 7s. — 50 Great Retallack, 2s. 6d. — 30 So. Caradon Hooper, 7s — 50 Lady Bertha, 11s. 9d. — 10 Great Busy, £5⅛. — 50 Illogan, 8s. 3d. — 50 Crebor, 38s. — 15 South Condurrow, £3⅛ — 70 St. Day, 16s. 3d. — 40 Drake Walls, 16s 3d — 15 Pendeen, £2 11s. 3d. — 5 New Rosewarne, £7⅛. — 30 East Gunnislake. — 5 Wheal Chiverton, £6⅛ — 15 Wheal Edward. — 20 Tolvadden, 26s. 3d. — 5 No. Shepherds, £7⅛. — 1 Wheal Rose. — 2 West Caradon, £11⅝. — 50 Kelly Bray, 6s. 3d.

MESSRS. WARD AND JACKMAN, 2, ADAM'S COURT, OLD BROAD STREET, AND MINING EXCHANGE, LONDON, E.C.
Bankers: London and Westminster, Lothbury.

MR. E. GOMPERS, MINING OFFICES, 3, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTED in BRITISH and FOREIGN STOCKS and SHARES.
Terms, 1¼ per cent.
Bankers: London and Westminster Bank.

JAMES HUME, 74, OLD BROAD STREET, LONDON, E.C. (Member of the Mining Exchange).
BUYER of North Basset, 17s. 6d.; Union, 7s. 6d.; Tolvadden, 24s.; North Shepherds, £6¾; East Carn Brea, £6¾; Uny, £2¾; Hallenbeagle, £3⅝; Great Busy, £5¼; South Condurrow, £3⅛; East Chiverton (state lowest price); Great South Tolgus, 39s.; East Russell, £3⅞; and a dealer in all other legitimate shares at the closest prices.
J. HUME'S "Circular" for May now ready; 5s. per annum; 6d. per copy.
Bankers: London Joint-Stock Bank.

WANTED, THE FOLLOWING MINE SHARES, FOR CASH:—
20 Gt. Wheal Vor, £31⅛. — 10 Wheal Clifford, £29⅛. — 1 Wheal Seton, £199. — 25 East Russell, £3⅞. — 50 North Treskerby, £2⅝. — 50 Gt. North Downs, £3⅜. — 20 Wheal Rose, £36. — 10 East Caradon, £13.
FOR SALE:—
4 Grambler, £3⅛, call pd. — 20 Great Wh. Busy, £5⅝. — 20 East Carn Brea, £7⅛. — 20 North Basset, 21s. — 50 Long Rake, 17s. 6d. — 50 Wh. Grenville, 33s. 4d.
Apply to W. MICHELL, 42, Cornhill, E.C.
WHEAL ROSE.—On the cutting of the main lode at the 80 these shares rose to 60*l.* each, the present price of shares is from £36 to £38. They are now on the eve of cutting the lode at the 90, and should it prove equal in value to where cut at the 80 these shares will, in all probability, go to £60 again: that these shares will have a great rise is certain, and should be brought without delay.
GREAT NORTH DOWNS and NORTH TRESKERBY, in the same district, must be materially affected in price should the lode be cut good at Wheal Rose, and should be bought for a rise.—42, Cornhill, E.C.

SILVER-LEAD ORE.

Sold by tender, on the 2d May.

Mine.	Tons.	Price per ton.	Purchasers.
Llanfyrnach (Pembrokeshire)	40	13 17 6	Panther Co.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
April 29	Isle of Man Mining Co.	100	£26 2 6	J. & J. Williams.
May 5	Dyliffe	64	12 13 6	Newton, Keates, & Co.
	ditto	29	12 10 0	Walker, Parker, & Co.
	Minera	100	13 3 0	Sims, Willyams, & Co.
	ditto	100	13 3 0	ditto
	ditto	100	13 6 0	ditto
	ditto	100	13 6 0	ditto
	ditto	38	13 1 0	Walker, Parker, & Co.
	ditto	100	13 6 0	Sims, Willyams, & Co.
	ditto	15	13 1 0	Walker, Parker, & Co.
	ditto	33⅛	13 6 0	Sims, Willyams, & Co.
	ditto	33⅛	13 6 0	Panther Co.
May 9	Isle of Man Mining Co.	100	14 13 0	Sims, Willyams, & Co.
May 11	Talargoch	150	13 16 6	Walker, Parker, & Co.
	ditto	150	14 10 6	A. Eyton.
	Deep Level	15	12 13 6	ditto
	Brynford Hall	5	12 0 6	Newton, Keates, & Co.
	Rhosesmor	67	13 1 6	ditto
	Parry's	18	12 15 6	Walker, Parker, & Co.
	Bryn Gwiog	30	13 6 6	ditto
	Pennant	8	12 10 0	A. Eyton.
	ditto	2	14 15 6	Walker, Parker, & Co.
	Trelogan	17	12 17 0	A. Eyton.
	North Henblas	20	11 14 6	Newton, Keates, & Co.
	Llangynog United	41	11 18 6	Walker, Parker, & Co.
	Roman Gravels	30	12 8 6	ditto
	Nant-y-Iago	8	11 6 0	ditto
	Dyfngwm	9	12 5 6	Newton, Keates, & Co.
	Penrhyn Du	5	8 5 6	ditto
	ditto	1⅛	6 0 0	Walker, Parker, & Co.
	Minera Union	50	13 1 6	A. Eyton.

BLACK TIN.

Date.	Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
April 31	St. Just United	22 9 0 0	—	£1222 0 0	—
May 4	Wheal Kitty	23 18 3 1	—	1322 11 4	—
May 11	Great Wh. Busy	32 8 0 26	—	1673 1 1	—

BLENDE.

Date.	Mine.	Tons.	Price per ton.	Purchasers.
May 5	Minera	100	£3 17 6	Bagillt.
	ditto	70	3 17 6	ditto
	ditto	40	3 10 0	ditto
	ditto	14	3 8 0	H. Southern.
	ditto	26	3 17 6	Bagillt.

COPPER ORES.

Sampled April 19, and sold at Swansea May 9.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Knockmahon	98	10⅛	£8 9 6	Berehaven	120	11⅞	£9 14 0
ditto	60	12⅝	10 11 6	Concordia	52	16⅞	14 5 6
ditto	70	12⅝	10 9 6	ditto	50	17⅞	14 16 6
ditto	37	11⅛	9 12 0	ditto	3	21⅛	17 17 6
ditto	121	12	10 0 6	ditto	30	17⅛	14 9 0
ditto	127	11⅛	9 5 6	Norwegian Ore	1	18⅝	11 4 0
Berehaven	105	10⅝	9 0 6	Regulus	2	57	46 5 0
ditto	63	11⅛	9 1 6	Cobbing	55	9¾	7 18 0
ditto	103	12⅛	10 2 0	Sludge	4	22⅛	17 0 0
ditto	83	12⅛	10 3 6	Precipitate	12	39¾	32 16 6

TOTAL PRODUCE.

	Tons.	Amount.		Tons.	Amount.
Knockmahon	513	£4944 9 0	Regulus	2	£ 92 10 0
Berehaven	474	4568 3 6	Cobbing	55	434 10 0
Concordia	135	1970 13 6	Sludge	4	68 0 0
Norwegian Ore	1	11 4 0	Precipitate	12	393 18 0

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Copper Miners	352⅛	£3320 14 3
Freeman and Co.	121	1213 0 6
Grenfell and Sons	30	433 10 0
Sims, Willyams, and Co.	31⅛	285 17 3
Vivian and Sons	60	513 14 0
Williams, Foster, and Co.	286	3008 13 6
British and Foreign Copper	62	1135 3 0
Mason and Elkington	248	2426 15 0
Penclawdd Copper Company	5	146 2 6
Total	1196	£12,483 8 0

Copper ores for sale at Swansea, May 23—Knockmahon 61, 41, 67, 62, 73, 122—Berehaven 99, 84, 82, 77—Genoa 34, 32, 1—Var 66, 10—Casali 13, 9—Victor Emanuel 44, 20—Italian Ore 12—Sweepings 7—Burnt ore 126, 97—Australian ore 71, 4, 1—Moonta 65—British Regulus 7—Cape ore 11, 1—Slag 6—Genoa 1—Cape ore 47.—Total, 1453 tons.

TOTAL AND AVERAGES.

	21 cwts.	Produce.	Price.	Standard.
British	1060	12	£ 9 18 2	£101 3 10
Foreign	136	17⅝	14 11 5	96 19 0
Whole sale	1196	12⅝	£10 8 9	£100 13 10

TOTAL AND AVERAGES OF LAST SALE.

	21 cwts.	Produce.	Price.	Standard.
British	744	11⅝	£ 9 12 6	£102 4 0
Foreign	1304	23¾	20 2 0	93 16 6
Whole sale	2048	19⅜	£16 6 0	£ 95 15 6

COPPER ORES.

Sampled April 26, and sold at Tabb's Hotel, Redruth, May 11.

Mines.	Tons.	Price.	Mines.	Price.	Tons.
Prosper United	102	£4 14 0	Levant	1	£18 7 6
ditto	80	1 9 6	Treloweth	62	2 12 6
ditto	78	4 19 6	ditto	51	2 8 6
ditto	73	2 14 6	ditto	18	12 8 6
ditto	40	5 0 0	New Rosewarne	85	7 10 0
East Carn Brea	85	2 6 0	ditto	32	3 12 0
ditto	58	6 10 0	Botallack	46	10 3 0
ditto	51	3 10 6	ditto	40	9 6 0
ditto	49	4 16 0	ditto	30	7 12 0
ditto	48	4 12 0	Wheal Curtis	46	7 4 0
ditto	44	4 12 0	ditto	36	2 0 6
ditto	12	4 17 6	Copper Hill	50	2 18 6
Wheal Margery	64	2 5 0	ditto	16	11 3 6
ditto	62	2 0 6	Wheal Buller	30	1 17 6
ditto	61	2 10 0	ditto	25	4 3 0
ditto	48	5 18 0	North Basset	36	2 6 6
ditto	42	6 0 0	ditto	12	10 19 0
West Basset	75	9 0 0	Tolvadden	37	4 13 6
ditto	61	4 17 0	ditto	7	2 3 0
ditto	53	3 10 0	Boscaswell	37	10 5 6
ditto	49	10 5 0	Wheal Unity Consols	19	2 17 6
ditto	26	4 9 6	ditto	10	4 0 0
East Rosewarne	59	10 2 6	Great Work	17	8 5 0
ditto	47	10 2 6	ditto	4	3 7 6
ditto	38	6 12 6	ditto	1	21 14 0
ditto	26	2 7 6	Boswidden	14	3 11 6
ditto	23	13 9 6	ditto	7	14 1 6
Levant	67	5 13 6	ditto	1	48 6 0
ditto	60	5 15 6	Great Wheal Alfred	14	4 3 0
ditto	44	1 1 0	South Buller	4	2 15 6
ditto	20	5 5 6			

TOTAL PRODUCE.

	Tons.	Amount.		Tons.	Amount.
Prosper United	373	£1384 7 6	Copper Hill	66	£ 325 1 0
East Carn Brea	347	1469 3 6	Wheal Buller	55	160 0 0
Wheal Margery	277	957 5 0	North Basset	48	215 2 0
West Basset	264	1774 19 0	Tolvadden	44	188 0 6
East Rosewarne	193	1696 13 6	Boscaswell	37	380 3 6
Levant	192	896 16 0	Wheal Unity Con.	29	94 12 6
Treloweth	131	510 1 6	Great Work	22	175 9 0
New Rosewarne	117	752 14 0	Boswidden	22	196 17 6
Botallack	116	1066 18 0	Great Wh. Alfred	14	58 2 0
Wheal Curtis	82	404 2 0	South Buller	4	11 2 0

Average Standard............£122 7 0 | Average Produce............6⅛
Average Price per ton............£5 4 6
Quantity of Ore............2433 tons | Quantity of Fine Copper, 158 tons 13 cwts.
Amount of Money............£12,717 10 0
LAST SALE.—Average Standard............£121 12 0.—Average Produce............6¾
Standard of corresponding sale last month, £122 12 0.—Produce, 6⅜.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Vivian and Sons	383⅓	£2715 16 4
Freeman and Co.	186	1133 7 0
Grenfell and Sons	122⅓	1004 19 4
Sims, Willyams, and Co.	264⅛	1362 0 9
Williams, Foster, and Co.	452 5-6	2440 19 3
Mason and Elkington	423⅓	2409 1 4
Bankart and Sons	69	228 3 6
Copper Miners' Company	272⅔	1026 11 0
Charles Lambert	97	254 0 0
Sweetland, Tuttle, and Co.	62	142 11 6
Total	2433	£12,717 10 0

Copper ores for sale on Thursday next, at the Royal Hotel, Truro.—Mines and parcels—Devon Great Consols 2028—Hingston Down 480—New Wheal Martha 451—Marke Valley 450—East Caradon 406—Okel Tor 364—Wheal Emma 168—Wheal Friendship 157—East Russell 137—Bedford United 136—Wheal Crebor 132—New Cornish 80—West Damsel 76—Fursdon 66—Wheal Crelake 50—Lady Bertha 45—New East Russell 27.—Total, 5253 tons.

Copper ores for sale at the Royal Hotel, Truro, on Thursday week—Mines and parcels.—Clifford Amalgamated 520—South Caradon 514—Great Wheal Busy 501—Wheal Rose 405—Phœnix Mines 338—North Treskerby 330—West Caradon 271—Fowey Consols 200—Bampfylde 155—Boscawen 148—St. Day United 143—Gonamena 121—North Downs 40.—Total, 3696 tons.

WATSON AND CUELL'S MINING CIRCULAR.

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON and CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon Mines and Mining, and the state of the Share Market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium published in 1843 Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. Watson and Cuell have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share-dealing than there is at present; and, from the lengthened experience of Messrs. Watson and Cuell, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt, and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public, that they transact business in the public funds, railways, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are almost daily asked their opinion of particular mines, as well as to *recommend* mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are enabled to supply shares in all the best mines at close market prices, free of all charges for commission.

MAN ENGINES.

The MAN ENGINE is a machine in use in a few of the deep mines in Cornwall, Saxony, the Harz, and Hungary, as well as in some of the deep collieries in Belgium and the North of France; but, although it was originally introduced in the Harz in 1833, the whole number of mines in which it has been adopted in Europe up to the present time probably does not exceed 30. In its original form, it consists of two vertical rods placed parallel to each other, and extending through the whole depth of the shaft; the heads of the rods are connected with the crank shaft of a rotary engine, by a long connecting-rod and two reversed angle levers, by which a reciprocating motion is imparted to them, one rod rising while the other is falling, and *vice versa*. A series of small platforms project from the face of the rods, the distance between them being equal to the length of the stroke. The miner wishing to ascend steps on to the lowest platform of one or other of the rods at the moment that it commences its upstroke, and is carried up during the time that the other rod is descending; at the moment when the rod stops at the change of the stroke he has arrived opposite to the next higher platform on the opposite rod, and stepping across to it he is lifted through the same amount before stepping back to the rod on which he started, and so on until he arrives at the top; the amount of lift during each revolution of the driving shaft being equal to twice the single length of the stroke in the shaft. In the newer forms adopted in Cornwall a single vibrating rod only is used, and the miner who is travelling up at the end of the stroke steps off the rod on to a fixed platform, and waits until after the next change; the rod again moves in an upward direction. In either case the method adopted in descending is the reverse of that adopted in coming up.

DOUBLE ROD CORNISH MAN ENGINE.—The rods are connected by link rods to the horizontal arms of a pair of levers, whose two limbs are bent at right angles to each other, which are supported on a braced timber framing placed above the mouth of the shaft. The ends of the vertical arms are firmly connected together by two flat wrought-iron rods. The motion of the driving crank is transmitted by a long wooden beam linked to the vertical limb of the left hand angle lever. The rods are guided by broad rollers of cast-iron, with projecting flanges at the sides in the model; these are placed alternately in front and at the back of the rods, which would necessitate changing the side on which the platforms are attached; this arrangement is not used in practice. A resting place or platform is provided at every 10 fathoms. The guide rollers are placed at 8 fathoms distance apart. The diameter of the path of the crank is 10 feet. Two double rod man engines have been built in Cornwall; the first was put up in the year 1843 at Tresavean, a mine which is now abandoned; the other, at the United Mines, was put up in 1845, and is still at work. The Tresavean engine was carried down to a depth of 290 fathoms; it was driven by a steam-engine of 36 in. diameter of cylinder, and 6 ft. stroke, making 15 revolutions per minute, which was reduced by spur gearing to one-fifth, or 3 strokes per minute on the rods; the latter were uniformly 8 in. square throughout. The speed at which the men were lifted was 72 ft. per minute, 24 minutes being requisite for the entire journey of 290 fms. The United Mines engine has the section of the rods tapered, varying from 7½ in. square in the upper 60 fathoms to 7 in. in the next length of 100 fathoms, and 6½ in. in the last 50 fathoms. The driving power is furnished by a steam-engine of 32 in. cylinder diameter, and 6 ft. stroke, which also works a pair of crushing rollers; the speed is reduced by gearing wheels to one-sixth of that of the engine, which runs at 18 revolutions per minute, the rods making three oscillations during the same period. The time required for travelling the whole distance of 200 fathoms is 17½ minutes.

MAN ENGINE AT HIMMELFAHRT MINE, NEAR FREIBERG.—This double rod engine was put up in the year 1857; it is driven by a water-wheel placed at the level of the adit, about 40 fms. below the surface, and extends to a depth of 190 metrical fathoms (about 206 statute fathoms) below that point. The rods are about 8½ in. square; the driving mechanism of angle levers and connecting rods being very similar to those of the double rod Cornish; the length of stroke is 5 mine feet, Saxon measure (about 56 inches). The guides on the rods are formed by projecting wrought-iron bars, which run between grooves of corresponding section in wrought-iron plates, screwed down to the cross timbers in the shaft, placed at intervals of 48 feet. Catch pieces are fixed to the backs of the rods at intervals of 18 ft.; they are pieces of cast-iron, with short arms projecting horizontally, which are intended to be received on horizontal cross bearers in case of any breakage taking place. An elliptical ring, with its long axis placed horizontally, fixed above each platform, serves as a handle. The rods are connected together at intervals by chains running on a cast-iron pulley or sheave placed between them. When this occurs, there is necessarily a break in the series of platforms, owing to the cross timbers which carry the bearings of the sheaves being in close contact with the face of the rods; at these points, therefore, the men have to leave the rods and travel by the ordinary ladderway for a space of 24 feet; this inconvenience is common to nearly all the German forms of this machine. In the deep mines of the Upper Harz eight man engines have been constructed at different times; the earlier ones are made with double solid rods, but afterwards skeleton frames, made of thinner wooden bars, or wrought-iron rods, or ladders slung together with chains, were introduced; and in the deepest mine, the Samson shaft, near Andreasberg, the rods are entirely replaced by ladders, whose sides are made of tapered iron wire ropes, diminishing in thickness from 36 wires above to 2 at the bottom. It is customary in the Harz not to allow the men to descend by the engines, so that a continuous ladderway is necessary. This is either placed between the rods or at one side of the shaft, in the usual way.

MAN ENGINE AT FOWEY CONSOLS MINE, CORNWALL.—This, the first of the single rod man engines, was built in the year 1851; it extends from the surface to a depth of 280 fathoms, the shaft being vertical throughout. The rod is 8 in. square, and is driven by an overshot water-wheel, of 30 ft. diameter, and 6 ft. face, making from 5 to 6 strokes per minute, the crank in the axle of the wheel being connected directly with the large balance bob at the surface by a round wrought-iron rod, 3½ in. in diameter. The bob in its turn is connected to the rod of the man engine by a similar wrought-iron rod, linked to a flat tail, and secured by wrought-iron strapping plates to a packing piece at the back of the rod. The beams of which the latter is built up average about 36 ft. in length; their ends are simply butted together, and the joint secured by long wrought-iron fish or strapping plates, placed in pairs opposite to each other on alternate faces, in a manner exactly similar to that employed in pump rods. The length of the plates is usually about 12 ft., giving room for eight bolts of 1¼ in. in diameter. At intervals cross or T pieces are attached to the back of the rod; the end of these pieces run between grooves in two vertical timbers, 14 ft. long, forming guides for preserving the verticality of the path of the rod, acting in a similar manner to those of an ordinary horizontal steam-engine. The platforms are made of oak planks, 1¼ in. thick, and 12 in. square, carried upon triangular wrought-iron brackets. Handles made of ¾-in. round iron are fixed 4 ft. above the platforms; they are plain staples, 2 ft. long, placed vertically, with the ends turned over at right angles, and driven into the iron. Similar handles are placed above the stationary platforms on which the men run during the alternate strokes; they are attached to a fixed vertical wooden rail. The excess weight of the rod is counterbalanced by three balance bobs, one of which is at the surface, and the other two are underground. The mass of the water-wheel not being sufficient to produce a sufficiently uniform velocity of rotation, a fly wheel, weighing 14 tons, has been added; it is driven by a gearing wheel at three times the speed of the original engine. There are other single rod engines at Cornwall, at Levant, Dolcoath, Carn Brea, and Wheal Reeth. Of these, the first is 200 fms. long, making four strokes per minute; the second is 220 fathoms long, and makes 3½ strokes; the length of the stroke being, as is the case in all Cornish engines, 2 fathoms.

PREVENTING INCRUSTATION OF STEAM-BOILERS.—The composition, provisionally specified by Messrs. Sims and Pendley, of Shadwell, consists of powdered charcoal, common soda, and alum, which may be mixed in about equal parts, and they then add to these matters wood dust, and mix the whole together. This will remove incrustation from old boilers, and prevent it in new ones.

THE PETROLEUM COMPANY OF WESTERN VIRGINIA, U.S. (LIMITED).
Incorporated under the Companies Act, 1862.
Capital £200,000, in 20,000 shares of £10 each.
First issue 10,000 shares.
£1 payable on application, and £4 on allotment.
No call to exceed £2, or to be made at intervals of less than three months.

DIRECTORS.
JOHN GROVE, Esq., Wellington-street, London Bridge.
I. BRODERICK HARTWELL, Esq., Brunswick-terrace, Regent's-park.
FREDERICK SPENCER, Esq., Liddard's Wharf, Shad Thames.
D. FRASER LUCKIE, Esq., Ashley-place, Westminster.
JOSEPH H. TILSTON, Esq., Chepstow-place, Bayswater.
JOHN HORTON, Esq., Managing Director in America.
BANKERS—Bank of London, Threadneedle-street and Charing Cross.
BROKERS—Messrs. Spencer and Norton, 22, Throgmorton-street.
SOLICITOR—George Lawrence, Esq., 9, Fenchurch-street.
AUDITORS.
Messrs. Chatteris and Nichols, Lawrence-lane, Cheapside.
Lowell Price, Esq., Gresham-street.
SECRETARY—Courtenay Clarke, Esq.
OFFICES,—9, GREAT WINCHESTER-STREET, OLD BROAD STREET.

PROSPECTUS.

The large returns upon capital invested in petroleum lands in America have induced the formation of the present company, that English capitalists may participate in the great advantages to be derived from these lucrative investments. The most competent judges affirm that the oil resources of West Virginia are far superior to those of Pennsylvania; the oil being lubricating and of greater specific gravity, is more valuable for commercial purposes. The directors, bearing in mind the fact that it is more desirable to purchase property where oil is known to exist and sink their own wells, rather than to purchase land upon which the existing wells may be partially exhausted, have entered into a provisional contract to purchase 300 acres in fee simple, together with the leases for fifteen years, at a royalty of one-fifth of the oil, of 540 acres situate in the counties of Calhoun, Putnam, and Ritchie, for the sum of £51,000. The lands thus secured are in the heart of the petrolum district of Western Virginia, are surrounded by oil wells, and all exhibit the best surface indications. Bubbling oil springs abound on them. They are also well situated as regards transit.

In consequence of the ready sale which is found for the oil at the well's mouth, the directors propose to partially adopt the American system of declaring dividends; and, therefore, after the wells are sunk, they have taken power by the Articles of Association to divide the profits every three months.

Oil is almost invariably struck in this region at depths varying from 150 to 250 feet. The rock being comparatively easy of excavation, wells are sunk at less than half the cost of the oil wells of Pennsylvania.

The directors propose to commence operations by sinking fifteen wells, and assuming that ten only out of the fifteen strike oil, and taking this company's interest at the low average of 15 barrels per day for each well, the yield will be 150 barrels per day, which at the selling price on the spot of $10 per barrel, will be $1500; or, deducting for exchange one-third—$1000 in sterling; say £200 per day, or £6000 per month. If we deduct from this 25 per cent. for labour, wear and tear of machinery, management, &c., it leaves a margin of £54,000 per annum, or about 78 per cent. per annum on £70,000, which is the amount intended to be called up at present.

That the directors have not indulged in exaggerated statements, may be seen by the fact that many wells in the United States are now yielding from 500 to 1500 barrels per day, and it will be seen by Hillyer's "Petroleum Recorder," that there are at present in America 342 companies for working petroleum, with a nominal capital of $251,355,000, and that many of them are paying dividends of from 4 to 20 per cent. per month upon the capital subscribed.

The directors have secured the services of Mr. John Horton, of Birmingham, as managing director in America; the experience of Mr. Horton, extending over four years in this and other oil districts, renders this appointment very valuable to the company.

All preliminary expenses incidental to forming the company are guaranteed to be defrayed for 2000*l.*

The company will from time to time acquire other lands or leases as they may be advantageously offered to them.

Prospectuses and forms of application can be obtained at the bankers, brokers, solicitors, and offices of the company, where the Articles of Association can be seen. Should no allotment be made, the deposits will be returned in full. Should a less number of shares be allotted than applied for, the deposits will be made available towards the payment on allotment, and the balance, if any, returned to the applicant.

THE PETROLEUM COMPANY OF WESTERN VIRGINIA, U.S. (LIMITED).
Notice is hereby given, that the SHARE LIST of this company will be CLOSED on THURSDAY NEXT, the 18th inst., for LONDON, and on FRIDAY NEXT, the 19th inst., for COUNTRY APPLICATIONS. By order,
COURTENAY CLARKE, Sec.
Offices, 9, Great Winchester-street, E.C., May 13, 1865.

THE LLANRWST SLATE SLAB QUARRY COMPANY (LIMITED).
Registered under the Joint-Stock Companies Act, by which the liability of each shareholder is strictly limited to the amount of shares subscribed for.
Capital £75,000, in 15,000 shares of £5 each.
Deposit, 5s. per share on application, and 15s. on allotment.
Calls of £1 per share, at intervals of not less than three months.
It is not expected that more than half the capital will be called up.

DIRECTORS.
JOSEPH ATWELL, Esq. (Chairman of the Deal and Walmer Pier Company, and late Accountant-General of the Inland Revenue).
JOSEPH E. ALLEN, Esq., 9, New-road, Shepherd's-bush.
GEORGE DAVIES, Esq., C.E. (Firm of Messrs. Davies and Hunt), Searle-street, Lincoln's Inn-fields.
Capt. FITZGERALD, 45, Upper Berkeley-street, Berkeley-square.
E. H. NOLAN, Esq., Ph.D. and LL.D. (Chairman of the Great Darren Silver-Lead Mining Company).
WALTER L. STRONG, Esq. (Director of the British Union Assurance Company).
THOMAS SHORT, Esq., 80, Lombard-street.
AUDITOR—Henry Schultz, Esq., Public Accountant, 11, Old Jewry Chambers (with another auditor to be elected by the shareholders).
BANKERS—London and County Bank, Lombard-street, E.C.; the Estates Bank (Limited), 156, Strand, London; and 6, D'Olier-street, Dublin.
SOLICITOR—John Combs, Esq., 25, Bucklersbury.
BROKER—Charles Bennett, Esq., 2, Capel-court, Bartholomew-lane.
RESIDENT MANAGER AT THE QUARRY—W. H. Rawlings, Esq.
SECRETARY (pro tem.)—R. Walker, Esq.
TEMPORARY OFFICES OF THE COMPANY,—25, BUCKLERSBURY, LONDON, E.C.,
Where prospectuses, with reports, may be obtained.

ABRIDGED PROSPECTUS.

The object of this company is to work a valuable self-faced slate slab quarry in North Wales. This quarry is so situated that 600 men or more can be advantageously employed on it at the same time. Each man will clear, raise, and rough-square ½ ton per diem.

There is no royalty whatever to pay. The parochial authorities purchase all the waste for repairing the roads. No promotion money will be paid.

The Articles of Association of the company contain no unusual clauses, and may be inspected at the solicitor's and company's offices, where specimens of the slabs may be seen, and any further information obtained.

The slabs from this quarry can be delivered at the railway and on board ship at such a cost as to leave a nett profit of from 15s. 9d. to £1 7s. 6d. per ton, exclusive of all charges, and a slate merchant has contracted to take 400 tons or more per week for the next four years. Taking, therefore, the annual produce of slabs at this quarry, when in thorough work, as low as 20,000 tons, it will be seen that it would leave a nett profit of from £15,750 to £27,500 on the paid-up capital of the company, or over 50 per cent.

The directors recommend an immediate application to be made to the bankers for shares, as the first applicants will have priority on allotment.

THE LLANRWST SLATE SLAB QUARRY COMPANY (LIMITED).—NOTICE.—The Directors have made such arrangements that enable them to GUARANTEE a MINIMUM DIVIDEND of TWENTY PER CENT. for the next four years. By order of the Board,
R. WALKER, Sec. (pro tem.)

THE LLANRWST SLATE SLAB QUARRY COMPANY (LIMITED).—NOTICE.—In consequence of the Directors having already ACCEPTED CONTRACTS which will necessitate the immediate commencement of business, the SHARE LIST will POSITIVELY CLOSE on Tuesday, the 16th inst.
By order of the Board,
R. WALKER, Sec. (pro tem.), 25, Bucklersbury, E.C.

BRITISH AND FOREIGN INVESTMENT.—MR. THOMAS SPARGO, STOCK, SHARE, AND MINING BROKER, 224, and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C., TRANSACTS EVERY DESCRIPTION of BUSINESS in the PURCHASE and SALE of SHARES in BANKS, CANALS, MINES, RAILWAYS, BRIDGES, INSURANCES, and ALL OTHER DESCRIPTIONS of BRITISH and FOREIGN STOCK.

Mr. SPARGO has for sale shares in English mines paying from 10 to 20 per cent. upon the present price, in bi-monthly and quarterly dividends, as also a number of shares in good progressive mines, some of which he with confidence specially recommends to the public as sound investments.

Mr. SPARGO gives every information as to position and prospects of all mining undertakings, upon application, either personally or by letter, and is enabled, through his long experience, aided by his monthly visits to Cornwall, Devon, and Wales, to obtain the most reliable information as to the numerous mines in those districts. He will at all times give the best advice as to investment in mines, and, if necessary, inspect them himself; as in all cases he wishes to be guided by the intrinsic value of the property. Upon the receipt of 5s. he will furnish a selected list of dividend and progressive companies.

Mr. SPARGO has published the following works, viz.:—
Statistics and Observations upon the Mines of Cornwall, 1859, price 2s. 6d.
Ditto ditto 1860, price 2s. 6d.
Ditto ditto 1862, price 5s.
Ditto ditto 1864, price 5s.

Physical, Geological, and Parish Map of Cornwall. Scale, three miles to an inch. Printed in three colours, showing distinctly the mining districts, the height of the hills, &c. Price 10s. 6d., on cloth and rollers.

Geological maps of the various mining districts, showing the boundary line of each mine, with the lodes, cross-courses, and elvan courses by which it is traversed. Price 2s. 6d. each.

A Model, or Relief, map of Cornwall (6 ft. 6 in. by 5 ft.), presenting the names of every town and village, as also every characteristic point of the county. Price £5 5s.
Dividends received, calls paid, and all orders promptly negociated.
Commission 1¼ per cent.

Mr. SPARGO has 20 years' experience of mining, ten of which he was engaged in practical mining, and ten years he has transacted business in mining shares and stock, at 224 and 225, Gresham House, Old Broad-street, City, E.C.

Mr. SPARGO's Statistics for 1865 will soon be published.
Bankers: Bank of London, and the Metropolitan and Provincial Bank (Limited.)

The Metalliferous Mines Bill.

PUBLIC MEETING, TO CONSIDER THE METALLIFEROUS MINES BILL.

A PUBLIC MEETING of PARTIES INTERESTED in the MINES of CORNWALL will be HELD at the Town Hall, Camborne, on MONDAY NEXT, the 15th inst., at Two o'clock, to consider the provisions of a Bill introduced by Lord Kinnaird relating to Metalliferous Mines.

R. H. PIKE. — HARVEY AND CO.
ALFRED JENKIN. — SANDYS, VIVIAN, AND CO.
SAMUEL HIGGS AND SON. — T. P. TYACKE.
GRYLLS, HILL, AND HILL. — R. V. DAVY.
WILLIAM TEAGUE. — S. H. JAMES.
WILLIAM HARRIS. — EDW. HEARLE RODD.
RODD AND CORNISH.

Carn Brea Mines, May 9, 1865.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

METALLIC COATING—WHITE SURFACE.—In the Journal of April 15 there appears a paragraph with reference to "Metallic Coating, so as to produce a White Surface." This, it is stated, is effected in a very simple manner, by a Mr. Weil. Could any of your readers oblige us with the address of this gentleman, so that we might communicate with him on the subject?—J. HARRISON AND SONS: *Bank Foundry, Blackburn.*

STAMPS ON TRANSFERS—"Est" (Ipswich).—The stamp for a cost-book notice of transfer is 6d., that for the transfer of limited liability shares 2s. 6d.

HOW SOME SLATE QUARRIES ARE MANAGED.—In answer to "A Shareholder in Slate Quarries," I may state that we commenced operations in the Quellyn Slate Quarry in March, 1864. We employed upwards of 30 men for clearing the top and driving a level, and paid in wages about 150*l.* per month. Having cleared the top so as to work the lower level, we reduced the cost for a time, and are now opening the sink which has communicated with the level. I should have stated in my last that a gentleman interested in the quarry engaged to manage it for the first year for 50*l.*, but at the end of nine months he was prevented by illness from attending to it; the 37*l.* 10s. was for nine months. A foreman is now engaged, who divides his time between our quarry and another at a short distance. My object in writing has been to show that all directors are not extravagant in the management of quarries. It has been a principle with the directors of the Quellyn Company, that if the quarry should not succeed the shareholders shall not have to charge them with carelessly spending the capital.—SECRETARY: *Halifax.*

HOW SOME SLATE QUARRIES ARE MANAGED.—I will thank anyone for information on this point. How it is that men who profess to give information regarding quarries never fix on good ones for themselves? All I can say is that theory will not always tell the truth, neither can it go very deep into the rocks; therefore, I would rather be in company with Mr. Griffith Ellis, of Llanberis Quarries; Mr. William Williams, of Palmerston Quarries; Mr. William Rowlands, of Maen-y-Ferrin Quarries; or Mr. R. G. Hughes, of Dol-y-Celcin Quarries, who are practical quarrymen like myself, in the kitchen of a public-house, with a glass of Burton ale and a black pipe, and a practical chat, than any luxuries with speculative theorists.—PIONEER.

MINING MACHINERY.—The letter of "A. B." (Glasgow) will be very acceptable—indeed we are at all times obliged to correspondents for communicating the particulars of any novelty in mechanics or engineering. Any necessary illustration must be on wood, but will be readily engraved, to render the description intelligible.

ABERAMAN IRON IRONWORKS.—It is very natural that Mr. Richardson should be anxious to clear his reputation from the great discredit which he must feel attaches to the statement that an estate, said to have been "carefully surveyed" by him only contains 1000 acres instead of 1500 acres. How far he will be able to make good his assertion, that he used the word "inspected" in his report, and never stated that he had "surveyed the estate," is a question with which we, as shareholders, have nothing to do. We only know we have been grossly deceived by some parties in connection with this company. It is quite clear the whole matter must come before a tribunal that will thoroughly investigate the conduct of all parties concerned, and which will doubtless hold those parties responsible who deserve to be so.—A SHAREHOLDER.

EAST BROOKWOOD.—"Inquirer" has certainly mis-read the reports of this mine which have been inserted in the Journal from time to time. If he will put himself in communication with either the agent of the mine or myself, it will afford us great pleasure to give him what information he may require. If "Inquirer" is a shareholder, I shall be happy to furnish any agent he may send with an order for inspection.—S. DEWEY, Purser: *Castle-square, Exeter.*

DETECTION OF FIRE-DAMP—"J. T." (Barnsley).—The price of the apparatus invented by Mr. Wilkinson, which we described in last week's Journal, is, we believe, about 1*l.* 1s.; we do not know how many he proposes to employ in a mine, but should think one in every heading would not be necessary. There would be no great difficulty in making one battery serve for a number of apparatus, but of course it could not indicate which particular one the fire damp had acted on; whether this would be any material disadvantage is a matter of opinion. The apparatus of Mr. Wilkinson and of Mr. Ansell are not identical; indeed, there is no similarity between them except that both have globes connected with them, which are not essential in either case. Mr. Ansell's acts decidedly more rapidly than the other; the rapidity of its action is marvellous.

THE PETROLEUM TRADE—"G. R."—We are obliged for the enclosures. The article on the Petroleum Trade shall appear in next week's Journal.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, MAY 13, 1865.

THE COAL AND IRON INDUSTRY OF THE UNITED KINGDOM.

[FROM OUR SPECIAL CORRESPONDENT.]

It would be needless here to expatiate on the importance of an industry the value of whose products in a raw state reaches the immense yearly total of close upon 40,000,000*l.* sterling, every material used in which is the exclusive product of our own soil, and of the labour of our own people. Yet such, in round numbers, must be the money-worth of the coal and pig-iron produced in these kingdoms, taking the value of the former at the pit's mouth. There cannot, at the present time, be very far short of 4000 collieries at work in the United Kingdom, producing nearly 100,000,000 tons of coal annually, whose money value, under existing conditions, may be fairly taken as 25,000,000*l.* at the pit's mouth. Speaking in round numbers, there are about 1000 blast-furnaces built, or in course of building, making yearly fully 5,000,000 tons of pig-iron, of a money value of (say) 14,000,000*l.*, but capable of an immensely increased production should the position of the trade allow of it. This gives us a grand total of 39,000,000*l.* What proportion of the pig-iron made is immediately manufactured into wrought-iron in the various forges (containing 5000 or 6000 puddling-furnaces) scattered through England and Scotland, or converted into Bessemer metal, or similar products, we shall see further on. If we took the value of our siderurgical products in this stage—which we might fairly do as being their last stage of purely metallurgic treatment—we should, of course, get an immensely higher figure of value than that we have given above. These figures are, of course, only a very rough approximation to the real facts, and are given not as possessing any statistical value, but merely as being sufficiently near to convey a general notion of the vastness of the industry under consideration. As one of the leading objects of these papers will be to collect and collate the commercial statistics of each district more completely and accurately than has been hitherto done, a reliable statistical *resumé* can only be given towards the end of the series.

Considering that the coal and iron districts of Great Britain have an extent of upwards of 400 miles from north to south—from the Mendip Hills and the Bristol Channel to the north of the Forth and the Clyde—it will be at once obvious that their importance is as great in a geographical aspect, as it is when viewed with respect to the money value of their products. To deal thoroughly satisfactorily with a subject so vast is obviously beyond the efforts of any individual; and in commencing the succession of papers on the Progress, Condition, and Prospects of the Coal and Iron Industry of the United Kingdom, which I propose contributing to your columns, I am perfectly sensible how inadequate any endeavours of mine must be to do justice to so extended a programme. At the same time, even the most imperfect attempt to deal with this great subject *as a whole* can scarcely fail to be productive of some good, if it be only by provoking general attention to and discussion on many matters, a precise knowledge of which is now confined to comparatively narrow districts and limited circles. This, no doubt, has already to a great extent been effected in the bringing together of viewers and managers from various districts (resulting in the frequent interchange of ideas) by the two excellent Institutes of Mining Engineers, the Geological Society of Manchester, and certain other kindred associations. The isolation and extreme divergences of opinion which characterised so many of our coal and iron districts only a very few years ago are fast disappearing; and we now find the most cherished opinions abandoned or modified with a readiness which a few years ago would have been scarcely conceivable. Indeed, as far as iron-making is concerned, instead of being, probably, the most conservative and unchangeable industrial

ly in the kingdom, the ironmasters have recently exhibited a very re-rkable alacrity in adopting new ideas, and welcoming every reason-le improvement.

As the main purpose of these papers will be to deal with the commer-al aspect of the subject, they will necessarily include a very full conside-ion of the conditions of the various markets through which the coal and on produce of the kingdom passes into consumption. The trade of the ading coal ports will be carefully analysed, and its progress, fluctuations, d prospects discussed. The changes that have been already brought out, or are likely to be brought about, in the railway distribution of coal d coke, iron ores, and pig-iron, will be fully entered into. The increased plication of Cannel coal, and other kindred mineral substances, to che-ical treatment—particularly in the production of hydro-carbon oils—will, kewise, be found to have a growing importance in some districts. Coupled ith these purely commercial matters, technical details will, also, receive ll consideration, so far as they have a direct and immediate bearing on e cost of the winning and getting coal and ironstone—the manufacture coke—the making of pig-iron, and its manufacture into wrought-iron, essemer metal (with its allied products), and steel.

A review of these matters will show a progress during the last twenty ears that it would be difficult to parallel in any other branch of industry this or any other country. The rapidity of the rise of the Cleveland d Ulverstone district has rarely been equalled, even in America; and e technical progress of the metallurgy of iron during the last few years s been as great as possibly could be expected in a vast established in-ustry. But whatever progress may have been made, it must be obvious all who watch the signs of the times that both the coal and iron trades f the kingdom are still entering on new phases, that will task to the ut-ost the technical skill and business capacity of many of our oldest esta-lished districts to keep pace with home and foreign competition. In our ome markets the effect of railways is yet far from being fully felt, and ithin the next ten years it cannot be doubted that they will bring about changes in the relative commercial positions of many of our coal . Certain iron-making districts that hitherto have had a practical onopoly of the higher classes of manufactured and merchant iron now nd themselves subject to a gradually growing competition from other dis-ricts, which, from the facilities afforded by railway communication, are able adily to get any quality of pig they may require to work up; and some thers, which although working with pig-iron of an inferior quality, have ecome formidable rivals, by having learned to overcome difficulties which few years ago would have been considered insurmountable. But above all ther sources of anxiety the labour question stands pre-eminent. Without riting one word that might tend to perpetuate any bitter feelings remain-g from the struggle now (to a great extent, at least) over, nothing can e clearer than that the chronic state of ill-feeling that has of late been rowing up between masters and men—particularly in the Midland dis-ricts—is pregnant with great future danger to our iron industry as a hole. Of course, this applies more or less to the whole of Great Britain; ut a far better feeling certainly exists between employers and employed the North than in the South. The only radical remedy seems to be o substitute largely mechanical appliances for manual labour. Thoroughly fficient coal-cutting machines, and some apparatus that shall enable us to ispense with, at least, the heavier portion of the labour of the puddlers, re the desiderata that we must now look for. It will probably be found hat the districts foremost in successfully introducing these mechanical ppliances will get a start in the race of competition that it will be diffi-ult for those that allow themselves to lag behind readily to catch up. I do not wish to offer any opinion as to whether or not any of the appli-nces as yet brought before the public are really efficient. From the ex-perience of invention, we all know how much time elapses, and how many abortive schemes are suggested, before any important mechanical application has been brought to a thorough useful practical bearing; but that ultimately machinery will be brought to bear on getting coal and pud-dling-iron is not, I believe, doubted by anyone competent to form an opinion on the question.

As to foreign competition in the supplying of foreign markets, although with an open field the British ironmaster might set it at defiance, it is well, under present conditions, not wholly to disregard it, particularly if the re-lations between labour and capital continue in their present unsatisfactory state. Still, while it is well to watch carefully the progress of foreign si-derurgical industry, and not to treat it (as some of our ironmasters seem inclined to do) as an exotic absurdity, unworthy of serious consideration, we have certainly no reason to fear that foreign products will be able to prevent that extension of our iron trade abroad which is so necessary to the healthy expansion of that industry. The tendency of the times is obviously to equalise the rates of labour in various countries as intercommunication becomes readier and cheaper. As far as America is concerned this, of course, may be expected to tell against us; but, on the other hand, it must in time also tell against our continental rivals. The immense emigration from Northern Germany to the United States is gradually influencing the rates of labour; and as railway communications become more perfected, and with them the prices of the leading necessaries of life become more equalised, a general advance in wages may be looked for in those portions of the Continent where the lowest rates have hitherto ruled. Our great ad-vantage, of which nothing can deprive us, is the abundance, cheapness, and excellence of our fuel. With this inalienable natural advantage, we have only steadily to persevere in discovering and perfecting mechanical means for performing the great portion of the heavy work of getting coal and manufacturing iron, now done by manual labour, to place our iron industry in a position commercially unassailable for some generations. If, in addition to this, we steadily keep our metallurgical processes up to the advanced standard of sound practical chemistry, we can have nothing to fear from fair competition, come from what quarter it may. The com-petition of hostile tariffs no industry can, of course, struggle against; but as iron becomes more universally used, it is difficult to believe that any great country will be found deliberately to weight every branch of its in-dustry by enhancing artificially the price of an article second only in neces-sity to food itself.

Imports of Copper.—The imports of all descriptions of copper appear to have declined this year. Thus, in the three months ending March 31 the imports of copper ore were 12,781 tons, as compared with 14,188 tons in 1864, and 15,661 tons in 1863 (corresponding periods). The receipts from Cuba have increased this year; the arrivals from Cuba remained about stationary, but from Spain and other quarters the deliveries have fallen off. The imports of copper regulus to March 31 this year declined to [illegible] tons, as compared with 5088 tons in 1864, and 5631 tons in 1863 (corresponding periods). The arrivals from Chili in the first quarter of this year were only 3885 tons, as compared with 4165 tons in 1864, and 5125 tons in 1863 (corresponding periods). The arrivals of unwrought and partly wrought copper in the first three months of this year declined to 55,820 cwts., as compared with 90,200 cwts. in 1864, and 48,700 cwts. in 1863 (corresponding periods). The decrease in these imports was al-most universal. Chili contributed, however, the largest portion of the de-cline, having sent us to March 31 this year only 35,820 cwts., while in the corresponding period of 1864 the receipts from the same quarter were 62,680 cwts. The value of the copper ore imported to Feb. 28 this year was 138,165*l.*, while in the corresponding period of 1864 the value of the imports was 156,713*l.*, and in the corresponding period of 1863, 129,843*l.* The value of the copper regulus imported in the first two months of this year was 83,114*l.*, against 99,200*l.* in 1864, and 160,106*l.* in 1863 (cor-responding periods).

Railway Debentures and Lloyds' Bonds.—We are in the middle of the session, and yet no action has been taken to carry out the recommen-dation of the Lords' Committee of last year for the establishment of a Public Office for the Registration of Railway Debentures, or for enforcing the registration of the irregular security known as Lloyd's Bonds in the books of the company the directors of which may have issued them. The finan-cial *imbroglio* which may result from this negligence on the part of the Legislature may be stated in a few words, and debenture holders ought to be alive to the situation. The holders of debentures are now registered in the books of the company by which the de-bentures are issued. This is under the provisions of the Companies Clauses Act, 26 and 27 Vict., c. 118, sec. 28. And so long as the engagements of the company are kept with the debenture holders the latter have no cause of complaint against the company. But the issues of Lloyd's Bonds are not registered; and, consequently, the debenture holder has no means of ascertaining to what extent the revenue of the company is pledged. The contingency may arise when a company may be in a position to discharge its obligations to its debenture holders, and yet not be in a position to meet all claims under the Lloyd's Bonds it may have issued. Under such circumstances the holder of a Lloyd's Bond could sue upon it, and there would be no defence to the action either legal or equitable, and judgment would be recoverable, and capable of being enforced either by execution against the effects of the company, or failing such effects against the shareholders to the extent of the amount unpaid upon their shares, or the judgment might be registered, and become a charge against the lands of the company. Now, it will at once be seen that this process may be carried out with so much "diligence" that execution might be served before the holders of railway debentures could be fairly alive to the situation. Let us look to the remedy. Why, the application by the holders of not less than one-tenth of the total amount of debentures of the company for the appointment of a receiver (26 and 27 Vic. c. 118, sec. 25 and 26), and that not without the delay of the preliminary meetings which are inseparable from such proceedings. Yet we are coolly told, in the joint opinion of Sir Hugh Cairns and Mr. Lloyd, that, "in any conflict between the holders of these bonds and the holders of statutory debentures, it would, we apprehend, be practically a question of more or less diligence." The debenture holders and the holders of Lloyds' Bonds are thus placed under unequal conditions; and these condi-tions are to the disadvantage of the debenture holders. The attention of the Legisla-ture should be at once drawn to this subject. Every day increases the difficulty. This is a question which not only affects debenture holders, but ordinary shareholder also; since by means of the creation of Lloyds' Bonds, a means has been designed by able counsel of intercepting the legitimate expectations of ordinary shareholders.

THE METALLIFEROUS MINES BILL.

It having been stated by Sir George Grey, in the House of Commons, that the majority of the members of the recent Royal Commission are of opinion that the objects in view would not be attained by any hasty legis-lation, the measure for the Official Supervision of Metalliferous Mines may be regarded as practically abandoned—at least for the present ses-sion. Sir George Grey expressed precisely the same opinion as has been given by the Mining Journal upon every occasion since Lord Kinnaird's bill was introduced—that those interested in mines should have an opportunity of expressing their views upon the subject. He re-peated that which we have several times stated, that Lord Kinnaird's object was to elicit the opinion of those interested. If mine agents and others whose position enables them to speak with authority upon the ques-tion, now neglect to make known their views they should not afterwards complain of legislation upon insufficient data.

In last week's Journal we published a report of Mr. John Taylor's reference to the bill at the meeting of the South Minera Mining Company, whereat Mr. Taylor "went through the clauses of the bill, and showed how they would really work, and the evils they would inevitably entail." Now, we maintain, that it is such comments upon the bill as those referred to that should be widely published, and we shall be glad to devote space to the most complete exposition of the evils of the proposed bill, even to the extent of the refutation of its provisions clause by clause.

Since writing the above, we find that a Public Meeting of parties in-terested in the Mines of Cornwall has been convened, to be held at the Town Hall, Camborne, on Monday, to consider the provisions of the bill, and it is to be hoped that the fullest expression of opinion as to the manner in which the measure will operate will be given. The notice convening the meeting being signed by gentlemen and firms whose position as pursers, merchants, mine agents, or adventurers entitles their opinions to consi-deration, it may be hoped that ample data for the guidance of the legislature will be speedily obtained. The example so properly set at Camborne has already been followed at Liskeard, where a meeting will be held on Wed-nesday, and, no doubt, other districts will adopt a similar course.

MINING ASSOCIATION OF GREAT BRITAIN.

The annual meeting of this association was held on Tuesday last, at the Craven Hotel, Strand, Mr. Nicholas Wood in the chair. The principal object of this society is the protection of the interests involved in the coal trade of the country, especially parliamentary business, with respect to railway bills and legislative enactments affecting coal mines. Amongst those present were the President, Mr. Wood, Messrs. Heathcote (North Staffordshire), John Lancaster (Lancashire), W. O. Foster, M.P., W. Williams, jun., W. Mathews (South Staffordshire), J. T. Woodhouse (Derby), the secretary, W. Day, and others. The treasurer's statement showed that of the call made three years ago, and which realised about 500*l.*, only 2*l.* remained in hand, while the Association owed sums amount-ing to upwards of 95*l.* On the other hand, South Wales, Northumber-land, and Cumberland had not paid their contributions to the fund, nor did the representatives in those districts take any notice of the treasurer's application. Mr. Wood said that he felt himself to some extent personally responsible for the Northumberland subscription, and he at once gave a cheque for the amount, 143*l.*, and would trust to the coalowners of the North to repay him. It was explained that, though the coalmasters in South Wales objected to pay their contribution, they had benefited from the protec-tive action of the Association almost more than any other district. A re-solution was passed to the effect that the gentlemen who had always re-presented the districts in question should assume a personal responsibility, and collect the money due from their neighbouring colliery proprietors. It was further resolved that another call be made, at the rate of 6*l.* 10s. per million tons of coal raised in any district.

A committee was then appointed to watch certain parliamentary mat-ters, including Mr. Ayrton's Select Committee to enquire into the Com-plaints of the Miners of Great Britain; Mr. Cobbett's Select Committee on the present State of the Law between Masters and Workmen; Lord St. Leonard's motion relative to Strikes and Lock-outs; the Sewage Utilisation Bill; Railway Clauses Bill; Royal Railway Commission, &c. The following gentlemen were elected to form the above committee:—Messrs. W. Mathews, W. Williams, Lancaster, Fereday Smith, Wood-house, Hewlett, Wood, Chambers, Horton, and Bean. After a pro-tracted discussion on various points connected with the above subjects, votes of thanks were passed to the President and secretary, and the meeting was adjourned *sine die.*

GOVERNMENT INSPECTION OF COAL MINES.

In the House of Commons, on Tuesday, Mr. Ayrton, in moving for a Select Committee to enquire into the operation of the Act for the Regula-tion and Inspection of Mines, and into the statements contained in the petition of the miners presented to the House during the present session, said that it was not his fault, or the fault of the petitioners, that the motion had been deferred until now. It was necessary to proceed with the matter in committee as ra-pidly as possible. As the motion was unopposed, he would not trouble the House with any statement.

Sir G. Grey said a good many petitions had been presented during the present session from miners complaining of what they conceived to be some defects in the Acts for the regulation and inspection of mines, and he thought those complaints a very fit subject for enquiry. He doubted whether the committee would make much progress during the present session, but he had no objection to the appointment of the committee.

Sir J. Fergusson thought a Royal Commission, which would have been able to visit localities and look personally into the matter, would have afforded a more effectual means of enquiry than a select committee. At the same time, he thought it would be very dangerous for the House to resist the demand made by so many persons engaged in the trade, and if no better result should arise from the enquiry than a proof that the claims of those persons were not overlooked, the time occupied in the investigation would not have been lost.——Sir G. Grey said that a committee and a commission were asked for, but he believed the preference was given to the committee.

Mr. A. Smith wanted to know whether enquiry were to be limited to coal mines, or to extend to different metalliferous mines?——Mr. Ayrton said the Acts mentioned only referred to coal and ironstone mines, and the petitions were limited in the same way.

Mr. W. E. Forster regretted there was so little time left for going into the question. The case made out by the working miners was so strong that it was impossible for the House to resist the enquiry. He hoped the committee would sufficiently appreciate the strong feeling that existed on the part of these men to determine that something should be done. It was very desirable that they should, if possible, make their report this session; but if that could not be done, they might recommend the Government to ap-point a Royal Commission.

Mr. Cheetham believed it would be impossible for a committee to make a report this session, and he should, therefore, have preferred a commission.—The motion was agreed to.

The Metalliferous Mines Bill.—In the House of Commons on Mon-day, Mr. Kinnaird enquired of the Secretary of State for the Home De-partment what steps he had taken, or proposed to take, to remedy the very serious evils which have been brought to light by the evidence taken by the Royal Commission appointed to enquire into the condition of mines, and which re-ported last session?—Sir G. Grey replied that the course which had been taken with re-spect to the report was this. It had been thought right to confer with the members of that Commission, several of whom were members of that House, on the subject. On many of the questions raised in that report it did not appear possible that any legislation could take place, but there were other points on which it might be expedient to legislate. He had accordingly called a meeting of the Commissioners at the Home Office, where the matter was fully gone into, and it was decided by the majority of members of that Commission that for the accomplishment of the object they had in view it was inex-pedient that any hasty legislation should take place. It was necessary that the recom-mendations of the Commissioners with respect to the county of Cornwall specially should be more thoroughly discussed, and the opinions of persons interested in the mines in the locality obtained upon them. That opinion, however, was not shared by his noble friend (Lord Kinnaird) at the head of the Commission, who had proposed a bill on his own re-sponsibility; but for the reasons he had stated, the Government did not think proper to bring in any bill upon the subject this session.

New Boring Machine.—At the South Wales Institute of Engineers September meeting a paper was read by Mr. Mather on a new Boring Machine for sinking wells and shafts. From the description then given much interest was excited in its mode of operation. The machine is now at work sinking a well for Messrs. North and Lowe, at the Brewery, Bute-bridge. A well had been already sunk 30 ft., but finding it did not yield a sufficient supply of water, it was determined to increase its depth. As the bottom of the well was of a hard stoney nature, mixed with clay, in some parts a solid bed of stratified rock, this, with manual labour only, would have been a work of great difficulty and danger. With the machine it is not only easy, but safe. The borers cut the stone with much greater regularity than could be effected by hand, and by means of a pump attached, the broken particles of stone—some of them as large as a brick—are brought to the surface, and a new sphere of operation allowed for the borers. The machine itself is a marvel of ingenuity and skill—complex in its nature, but so simple in its operation as to be perfectly under the control of one man. Messrs. North and Lowe will be happy to show the machine to any person, and an inspection of the extraordinary manner in which it does its work will re-pay a visit from those likely to require such a machine.—*Merthyr Guardian.*

DRAWING COALS—IMPROVED PLAN.

Mr. Robert Aytoun, F.R.S.S.A., read a paper at the Royal Scottish Society of Arts (Mr. Charles Cowan, President, in the chair) "On an Improved Plan of Drawing Coals, whereby great speed is attained with a small expenditure of power." The weight of the rope used in drawing coals absorbs a great part of the power employed. In deep pits for every ton of coals drawn there may be from 2 to 3 tons of rope drawn also. Various plans have been introduced for the purpose of reducing this waste of power, but with only partial success; and this has only been accom-plished by making each corf during one part of its journey travel at a much slower speed than its neighbour, thus greatly lessening the quantity of coals raised; while at another part it travels at a high speed, thus greatly increasing the risk, and requiring the employment of increased engine power.

The proposed improvement may not at first sight appear promising, as it contemplates sending down the pit another rope, of the same weight and length as the one previously employed, by which means double the weight of rope will have to be put in motion for every ton of coal raised; but as one-half of this double rope is always descending while the other half is ascending, it will be seen that its weight is completely neu-tralised, and that at the expense only of the friction of the additional rope, which will be immediately seen to be trifling. The improvement, then, consists in hanging this additional rope by its two ends to the undersides of the two cages, and passing it under a pulley at the bottom of the pit to keep it in its place. The pulley is moved by a screw for tightening or slackening the rope. By this simple expedient pits whose great depth would require stronger and heavier ropes than could be worked on the present unbalanced system without a ruinous expenditure of power may be worked on the proposed system successfully, and that with engines of mo-derate power, for the entire weight of the ascending rope and cage is ba-lanced by that of the descending ones, and the engine has nothing to do but to raise the coals and overcome the friction caused by the weight of the ropes, cages, and coals.

The author next showed the simplification which this system admits of. Instead of the lofty pit-head frame and its two pulleys, he places a single large pulley over the mouth of the pit, corresponding to the one at the bottom. The drawing-rope is to be passed over this pulley, and the cages are to be hung to its two ends. This rope connected to the lower rope by the two cages may be considered an endless rope, stretched between the two pulleys, and completely balanced in every possible position. All the working barrels, pirns, fusees, &c., are to be laid aside, and their place supplied by a connecting-rod, driven by the engine. This sets the pulley in motion either way, and the pulley, by means of the friction betwixt its surface and the rope, communicates motion to the rope and the cages with their loads. The paper shows the details of its application to a pit 300 fms. deep, in which 2 tons of coals are drawn at a time. It is then pointed out that the winding friction is the only unproductive work, and amounts to no more than 3 per cent., while 97 per cent. of the power derived from the steam-engine is productively employed. Besides the advantages derived from the balanced ropes, there are said to be others which result from the engine being connected with the drawing-rope by friction alone, in place of solid shafts or toothed wheels. If the engine is forced into violent ac-tion, which would endanger the rope on the old plan, it will merely cau e the pulley to slip under the rope. If the cage should meet with an obstacle in the shaft the rope again slips on the pulley, and no damage is done. But the chief advantage occurs when the engine does not stop when the cage has reached the top of the pit. The result would be, under the pre-sent system, the dangerous accident of over-winding; but in the proposed system, as soon as the lower cage rests upon the bottom, and the rope and upper pulley are relieved from its weight, the friction is reduced *pro tanto*, and the pulley slips under the rope, and no damage whatever is done to the winding gear, or to the individuals who may be in the cage. As the slipping of the rope on the pulley prevents breakage in the shaft, a much higher speed than is considered safe at present can, says the author, be maintained. As there can be no over-winding, this higher speed may be maintained till the cage has almost reached the landing place; this is a saving of time. Again, the engine stops with the steam nearly full on, balancing the loaded cage; thus there is no occasion for shutters for the cage to rest upon, and the time wasted on them is also saved. From all these causes combined, a much larger quantity of coals can be drawn than is done by the present methods.

This system is supposed to be peculiarly adapted to the use of Safety-Cages. The screw which moves the lower pulley and tightens the rope at the same time compresses the springs of safety-cages, and keeps the clutches, or claws, clear of the guide-rods. This removes the only objection which is now urged against these useful machines, as it premits them to have powerful springs to overhaul the broken rope, without the possibility of their catching the guide-rods while the rope is entire.

REPORT FROM NORTHUMBERLAND AND DURHAM.

May 11.—The general trade of the district continues as reported lately—all the large works are well employed, both collieries and ironworks, the demand for raw and manufactured iron being good, with an excellent prospect for the future. The immense ironworks of Messrs. Abbot, at Gateshead, are being extended by the addition of large rolling-mills, and the necessary work for this purpose is now considerably advanced. The new establishment of Messrs. Hawks and Crawshay is now in full opera-tion, the works are well laid out, and finished in the best style; they con-sist of puddling-furnaces and rolling-mills on a most extensive scale.

A dreadful occurrence took place at the Haswell Colliery, one of the underground boilers having exploded with great violence, causing the death of four persons, and serious injury to five others. The adjourned inquest was held on Tuesday, when several witnesses were examined, the most important being Mr. Storey, the engineer at the works; Mr. Murray, the eminent engineer of Chester-le-street; and Mr. Atkinson, the Government Inspector. Mr. Storey said that the boilers were worked at a pressure of 35 lbs. per square inch, and were always fed with hot water. He believed that the boiler had yielded at first about 3 feet from the bottom in a longitudinal seam, and also across the centre; the rent along the seam is about 9 ft. 6 in. The plates of the boiler are about ⅜ in., nearly their ori-ginal thickness. The quality of the plate seemed to have been good, but appeared to be somewhat crystallised by the action of the fire. Before the explosion occurred pre-parations were being made for erecting new boilers above ground, in order to get more boiler power.—Mr. Murray said he had inspected the boiler, and found it in two dis-tinct pieces. There was nothing in the valves or floats to show what state they were in at the time of the explosion. There was incrustation at the bottom and sides of the boiler, and he believed that if it had been overheated that would have come off. His opinion was the explosion originated in a longitudinal seam through over pressure. He did not think there had been any perceptible defects in the boiler.—Mr. J. Atkinson, Government Inspector of Mines, presented a report, which spoke of the quality of the iron where the fracture took place being brittle. He also recommended that boilers after being 20 years in use should be discontinued. The jury returned a verdict of "Accidentally killed by a boiler explosion." The men who were injured by the ex-plosion are all progressing favourably.

An explosion of gas occurred at the Blaydon Main Colliery, by which three men have been killed. An inquest was held on two of the men at Swalwell, on Saturday, and on the third man, who died in Newcastle In-firmary, on Tuesday. The result of the investigation was that it was shown that Allen was at work getting coal, on Thursday, in the Five-quarter Seam. He went to his work by the regular route, but on leaving he took another direction, and got into the old workings, where some gas had collected, and this gas ignited by his candle. When the workings he had strayed into were in operation, two years ago, a small blower was met with, and the gas, it appears, is still given off at this blower. The drift giving access to those workings was only holed twenty-four hours previous to the explosion, and positive orders were given that no one should go into the workings referred to. The coroner said that Allen, having gone into a place with a naked light where he ought not to have been, and causing an explosion, by which two men had come to their death, he was as culpable as the owner of the colliery would have been had their deaths oc-curred through his neglect or mismanagement. He did not think, however, that any good purpose would be served by returning a verdict of manslaughter against Allen. The jury returned the following verdict:—"That John Clavering died on the 4th inst. by falling down the staple, in consequence of the Hagan Pit firing; and W. Hepple died on the 5th inst., from injuries received by the said explosion, that explosion hav-ing been caused by Patrick Allen going with a naked light into the north slate-stone coal seam, contrary to orders." Allen has, since that time, died in the infirmary, and an inquest has been held before Mr. Hoyle, the coroner; Mr. Dunn, the Govern-ment Inspector, attended both inquests. At the latter inquest, the owner, E. Purvis, was examined. He stated that Allen had been found in the waste, where he had no right to go. A plan of the mine was produced, and, in reply to Mr. M. Dunn, the Go-vernment Inspector, it was elicited that before the accident about 2000 cubic feet per minute was driven through the passage, but since that time double the quantity had been driven in. The jury returned a verdict, "That Allen came by his death by reason of the explosion of gas in the mine."

Three men were brought before the Gateshead Borough Magistrates,

on Tuesday, charged with leaving their employment at the Sheriff Hill Colliery, not having given due notice of the same. The men pleaded the state of the pit as to ventilation, &c., as an excuse for leaving, and some witnesses were examined, who gave evidence as to the state of the pit, alleging that it was frequently unworkable, owing to the presence of foul air—that is, carbonic acid gas, or stythe, as it is called by the pitmen. Mr. A. Ross was also examined as to the state of the pit, he having inspected the workings, under the instruction of Mr. M. Dunn, the Government Inspector. A report was read by him, which stated that the ventilation is very defective, the airways being deficient in size, and the doors for guiding the air round the workings single instead of double. The furnace is also of small size, and very inefficient, the whole quantity of air, as measured by Biram's anemometer, being 5500 cubic feet per minute. This quantity being divided into three portions in the workings. At the same time the witness referred to, Mr. Ross, thought that on the day he examined the pit, there was no actual danger. The magistrates ruled that the case against the men was fully proved, they having left their employment without giving notice, and that the pit had not been proved to be in a dangerous state. At the same time they told the men that if they considered the pit to be in an unsafe or improper state, the proper course for them to take was to get the assistance of the Government Inspector, and, by enforcing the Act of Parliament, compel the owners to put the works into a proper state. The men were then sentenced to one month's imprisonment, with hard labour.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

MAY 11.—The improved demand for iron, previously noticed, still continues, and with very few exceptions the works are well employed. There is a degree of anxiety as to the permanence of this state of things, and it is felt that unless the United States renew the orders which have been so long withheld, a brisk trade can scarcely be anticipated. A few orders are given out for the country, but they are of small amount. Prices are decidedly firmer. Pig-iron is also stronger. Several of the makers are asking 2s. 6d. per ton more, though it is given in few instances as yet. The Hardware Trades of Birmingham and South Staffordshire are only moderately active. The foreign orders are, as a rule, small, and generally there is a disposition to purchase on a limited scale. The Chain Trade has been suffering from a long-continued strike. One of the masters, however, has agreed with his men—he separating himself from the rest of the makers, and the men renouncing all connection with the Union, and entering into an agreement to work at prices which split the difference in dispute, for two years. This agreement is one well worthy the consideration of those who are revolving in their minds the question of the prevention of strikes. One means towards that end is pretty clearly, longer engagements between masters and men.

The North Staffordshire strike is not over, as it was hoped it would be. The accounts which appear in the papers are derived now from the men and now from the masters, and the public find it difficult to discover the kernel of fact in the accumulation of assertions and loose statements. It is, however, clear that the Brierley Hill Executive has offered to make a levy of 2s. 6d. a week on the members of the Union in South Staffordshire if those in North Staffordshire will remain out, and hence a meeting called for Monday evening, and which was expected to have terminated the strike, was not held. The result is to give new hope to those on strike. There is, however, a continuous increase in the puddlers at work, in spite of this promise of augmented support, and it is impossible to say where or when the dispute is to end. The proposals for the promotion of emigration are still put forward, and it is stated that a large party will leave for New Zealand on the 17th. Another party is to sail for the United States, which looks a somewhat rash adventure, seeing that the great armies there are about to be disbanded, and their rank and file thrown on the labour market.

Strikes are more and more the order of the day. At Wolverhampton the bricklayers are asking for 2s. per week advance, and several other advantages. The masters offer to give the advance if the men will work by the hour, but for this they want 1s. 3d. per week extra, and a strike is the result. The labourers are asking for a like advance; and the painters are making a similiar demand.

REPORT FROM MONMOUTH AND SOUTH WALES.

MAY 11.—The ironmasters of this district are fairly off for orders, and the animation referred to last week has, if anything, increased during the last few days. Confidence is being gradually restored in the American trade, and in another month or six weeks makers expect to be able to judge whether they may rely on a large demand from the States before the close of the year. Should the country settle down quietly, it is clear that an immense quantity of railway and other iron will be required to replace the destruction caused by the war, and there is little doubt that a large portion of the supply will be procured from South Wales. Shipments on Russian account have commenced, and there are several important orders in course of execution at the different works of the district for that country. There is a good enquiry for bars from home buyers, and prices are stiffening. The following are the average quotations:—Rails, 6l. 17s. 6d. to 7l. 5s. at the works; and bars, 6l. 7s. 6d. to 6l. 15s. Improvements and alterations are being carried out at Hirwain, previous to the new company taking possession. Messrs. Wayne and Co. contemplate adding a plate-mill to their already extensive and compact works at Gadlys, and the Abernant Company are making arrangements with the view of increasing the make. In tin-plates there is a considerable business doing, and the advanced quotations are maintained without difficulty. Steam coals command a moderate sale, the export demand being still below the average. For house qualities there is a fair coasting enquiry, but the decrease in the local sale has necessitated a reduction in the output at some of the collieries.

The rather unfavourable report of the referees has induced the Bute trustees to withdraw the Bute Dock bills for the present session; but in doing this they by no means abandon the idea of providing increased dock accommodation for the port of Cardiff.

A report has been circulated during the last few days that there is a likelihood of the Llanelly line passing into the hands of the Great Western either by lease or purchase. Should the report prove correct, the Great Western will secure a valuable railway property; for although it has not hitherto been a good paying one to the shareholders, yet it is clear that it has a decidedly encouraging future in store. Once the line is in the hands of the Great Western, the latter will completely command the trade to and from the rapidly rising port of Llanelly, and it would be well for the freighters of the neighbourhood to take care that proper facilities for an extended trade should be secured previous to the expected amalgamation.

At the Pontypool Petty Sessions, on Saturday, four forgemen employed at the Blaenavon Works were summonded for neglecting their work. Mr. Cathcart, who appeared for the Blaenavon Company, stated that the complainants had determined to withdraw the summonses, and, therefore, there would be an end to the case. Mr. Roberts, of Manchester, who represented the defendants, desired to address the magistrates, but the latter declined to hear him as the summonses had been withdrawn. After the proceedings in the Police Court Mr. Paton, the manager, Mr. Roberts, and several of the men met, and it is satisfactory to add that the result was an arrangement which put an end to all disputes. It appears that the men refused to work in consequence of a belief that they were supplied with more than a fair proportion of white iron, which, from its being inferior in quality, is more difficult to be worked up.

FRIGHTFUL COLLIERY EXPLOSION AT DOWLAIS.—Another of those direful calamities which are of such frequent occurrence in the colliery districts of the kingdom happened at the Vochriew Pit, the property of the Dowlais Company, on Wednesday morning. It appears that a number of colliers had gone down as usual in the morning, and they stood together in a group in some part of the workings for a short time. The fireman, who had been round visiting the workings, placed the usual danger mark outside one heading, in consequence of an escape of gas, but one of the men, with an unaccountable recklessness of his own and others' lives, went into the heading, despite the warning posted up. It is said that he commenced brushing the gas out, and the result was a dreadful explosion, which scattered everything within its reach. Seventeen men were more or less injured, and one has since died, and four are in a state that gives little hope of their recovery. It need hardly be added that the medical gentlemen of the neighbourhood have been most assiduous in their attendance on the sufferers. From the manner in which Mr. Overton, the coroner for the district, always discharges his duties, there is no doubt that that a searching enquiry will be made at the inquest as to the cause of the explosion. This is the first explosion that has occurred at the Dowlais Company's collieries within 18 years.

TRADE OF THE SOUTH WALES PORTS.—The returns for the month of April have just been issued, and show a falling off in some instances. The coal exports were as follows:—

	April, 1865.	April, 1864.
Cardiff	Tons 107,006	Tons 130,847
Newport	24,507	23,709
Swansea	47,668	47,636
Llanelly	18,320	13,927

The shipments coastwise were as follows:—

	April, 1865.	April, 1864.
Cardiff	Tons 77,487	Tons 76,309
Newport	48,517	47,774
Swansea	24,171	24,251
Llanelly	24,812	26,894

The falling off in the exports of Cardiff was mainly attributable to two causes—a slight decrease in the demand, and a scarcity of tonnage. Newport is the only port that shows an increase in both the export and coasting trades, and it is evident from the returns for the last six or nine months that Newport is gradually recovering its lost ground. An average trade was done at Swansea, and Llanelly made a considerable stride in the exports; the slight falling off in the coasting shipments arose entirely from local circumstances, and not from a decrease in the enquiry. Cardiff also exported 10,158 tons iron and 2540 tons patent fuel; Swansea, 1832 tons of iron, and 6406 tons of patent fuel; Newport, 6619 tons of iron: 2150 tons of iron were shipped from Cardiff to New York and Baltimore, which is a considerable increase over previous months. A large Russian trade was done at Newport, and shipments of railway iron continue to be made to the South American Republics.

Judgment in the very important case of Prothero and others *v.* the United Merthyr Colliery Company has been decided in favour of Messrs. Prothero—the company consequently pay 38,500l. The facts of the case were these:—In the sale made to the company by Messrs. Prothero, 24 railway trucks, in course of purchase from a rolling-stock company, were included, and one of the arbitrators valued them irrespective of the instalments due upon them, whilst the other stated the value upon the assumption that the purchaser was to pay the remaining instalments—the consequence was a difference equal to almost the entire value of the trucks. The company claimed the trucks, free of further charges upon them, for the smaller amount, and to prevent difficulty with the rolling-stock company, Messrs. Prothero paid the remaining instalments, and now sought to recover the amount so paid from the colliery company. At the Bristol Assizes, before Mr. Justice Byles, Messrs. Prothero obtained a verdict for the full amount, which was appealed against, and the Court of Queen's Bench *in Banco* now confirmed the verdict. Mr. Justice Blackburn (L.C.J., Blackburn J., and Mellor J. on the bench) said that the apparent inconsistency of the two valuations was, he said, explained by the prior contract with the rolling-stock company, and as, in point of fact, the plaintiffs, Messrs. Prothero, had paid up the instalments remaining due from them to that company, and had thus become obsolute owners of the trucks, they were entitled to recover the full amount of the larger valuation on the footing of their present value without reference to that contract. There was no reason to disturb the verdict, and the Court, therefore, ordered that the rule to alter it be discharged.

SWANSEA.—The following arrivals of vessels with cargoes of minerals are the largest ever imported in one week into this port:—Slaine Castle, from Cuba, with 555 tons copper ore and 64 tons copper regulus, for the Cobre Mining Company; Magellan, from San Francisco, with 49,952 lbs. quicksilver and 43 tons copper ore, for Richardson and Co.—677 tons copper ore, 56 tons silver ore, and 40 packets gold and silver ashes, for T. Wood and Co.; Atossa, from Caldera, with 520 tons copper regulus and 185 tons copper ore, for H. Bath and Sons; Zehlima, from Coquimbo, with 698 tons copper regulus, for H. Bath and Sons; Charlotte, from Havre, with 80 tons iron ore, for the Swansea Gas Company; River Wear, from Chanaral, with 800 tons copper ore, for Richardson and Co.; Atossa, from Caldera, with 520 tons copper regulus and 185 copper ore, for H. Bath and Sons; Rondmede, from Hondeklip, with 487 tons copper ore, for Richardson and Co.; John Knox, from Wallarroo, with 300 tons copper ore, for Richardson and Co.; Admiral Fitzroy, from Caldera, with 556 tons copper regulus, for H. Bath and Sons; Caldera, from Caldera, with 594 tons copper regulus and 100 tons copper ore, for H. Bath and Sons; Mangasteen, from Huasco, with 610 tons copper regulus, for H. Bath and Sons; Hermenia, from Averio, with 173 tons copper ore, for Richardson and Co.; Scout, from Coquimbo, with 634 tons copper regulus, for Richardson and Co., and 32 tons copper in bars, for H. Bath and Sons; Charles Jackson, from Cobija, with 330 tons copper ore and 170 tons silver ore, for H. Bath and Sons.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

MAY 11.—The tone of the Iron Trade this week is decidedly firmer, but the improvement has not been such as to influence any rise in prices. There are some good orders in hand for plates for shipbuilding, bars, and railway iron, and the effect upon the trade occasioned by the late strike appears to be gradually dying out. There are several firms entirely full of orders for manufactured iron, and they refuse orders, except with the condition of time attached. The pig-iron market is firm, and prices are tending upwards. The Coal Trade is in a very healthy condition, and, considering the period of the year, an actual briskness prevails, which keeps all the collieries at full work, and maintains a general firmness in rates. Should fine weather supervene we shall have a diminution of the demand, but the orders from the manufacturing districts prove that the cotton and woollen trades are in a much better position now than at any time since the American outbreak. There has been nothing doing in regard to the lead mines of Derbyshire during the past few weeks. Mill Dam is about to have another measure of ore, but it is reported that it will scarcely equal the last.

The enquiry into the deaths of eight persons who were killed in one of the Clay Cross Coal and Iron Company's pits was resumed on Tuesday. Richard Wilson (deputy viewer) desposed that on the morning of May 3 he discovered that there had been an explosion of fire-damp in the pit. The doors were blown open, and the dead bodies of eight miners were found near the engine-flat. In the stall where the explosion took place he had discovered a large crack in the floor, 17 or 18 yards long, and 2 ft. deep. He believed that the gas came out of that crack and was blown on to the naked lights of the men. He had never known before that gas issued in any quantity from black shale coal; the gas could not have proceeded from any other place. Hosea Marriott (engine-man) said he was attending to the engine when the explosion took place. He first heard a report almost like thunder, which subsided for a second or two, and after that he heard another report, and saw a flash like lightning in the pit mouth. The lights in the engine-house were put out, and the shaft and ropes injured. Mr. Evans (Government Inspector of Mines for the Midland District) said he thought the gas burst through the floor from some inferior coal below. Owing to the large quantity of air in the pit, the escape of gas must have been of an unusual character. No ordinary amount of ventilation could have diluted it. It was the general custom of the country to work black shale coal with naked lights. He thought an important question arose for future consideration, as to whether locked safety-lamps ought not to be used in this district. The Coroner having summed up, the jury found "That the deceased persons were accidentally killed by an explosion of gas."

FOREIGN MINING AND METALLURGY.

In Belgium the local forgemasters have shared contracts for rails, &c., just let on account of the State system of railways. The lowest tender was 6l. 15s. 3d. per ton. The tendering was as follows:—M. Sabatier, Monceau-sur-Sambre, one lot 6l. 15s. 3d., and one lot 6l. 16s. 9d. per ton; M. Smits, Couillet Company, one lot, 6l. 15s. 6d. per ton; MM. de Dorlodot Fréres, Acoz, two lots 6l. 15s. 10d. per ton, and four lots 6l. 16s. per ton; MM. Blondiaux and Co., of Thy-le-Château, one lot at 6l. 15s. 6d., and one lot at 6l. 18s. per ton; and M. Devries, Châtelineau Company, one lot 6l. 15s. 6d., one lot 6l. 16s., one lot 6l. 17s. 3d., one lot 6l. 16s. 11d., one lot 6l. 18s. 3d., and one lot at 6l. 18s. 5d. per ton. The quantity of rails required was six lots of 500 tons each, besides considerable supplies of accessory *matériel*. The state of the Belgian iron market has been a little improved by the arrival at the works of several orders for merchants' iron for the interior; this arises, it is stated, from the confidence which purchasers entertain of an early improvement in quotations. It is hoped, of course, by Belgian metallurgists that this anticipation may prove well founded. The position of the Belgian coal trade continues satisfactory, stock are nowhere important, and frequently they are not found at all. Prices remain by continuation at their former point. A question which continues to pre-occupy Belgian colliery proprietors is the want of labour, which makes itself felt more and more. The deliveries of coal in the Mons basin continue particularly good, the French works of the Moselle, the Meurthe, and the Haute-Marne, preferring the Belgian to Prussian coke. The financial position of the Esperance Company shows some improvement. The extraction and fabrication accounts for the past year show a profit of 26,890l., from which 16,987l. had to deducted for general expenses and banking accounts. The difference of 9903l. was applied to the balancing of the accounts of 1863. The dividend of the Vieille-Montagne Company for 1864 has been fixed at 16s. per tenth of a share; of this dividend half became payable on Wednesday, and the remainder will be distributed in November. We shall review the position of this important enterprise more in detail.

The tone of the foreign copper markets has experienced no sensible modification. At Amsterdam, Drontheim has made 57 fls.; English, 52 fls. to 53 fls.; and Swedish, 56 fls. At Rotterdam, Drontheim has made 57 fls., and North American 53½ fls. At Havre, Chilian and Peruvian, in bars, has brought 85l.; Peruvian mineral (pure standard), 84l.; United States (Baltimore), 72l.; ditto (Lake Superior), 95l. to 102l.; Mexican and La Plata, in bars, 74l. to 76l.; Russian, 92l. to 96l.; old yellow copper, 54l. to 62l.; red ditto, 84l. to 86l.; bronze, 72l. to 78l. At Antwerp, American has been quoted at 108l. At Paris the quotation for Chilian has been 86l., and for Corocoro mineral 87l. per ton. Apart from purchases necessitated by consumptive requirements, the demand for lead is almost *nil* on the markets of France and England; on the other hand, on some German markets, and especially at Hamburg and Berlin, some rather important sales have been made, so that holders now stand out for higher terms. At Antwerp, Belgian has made 19l. 16s. to 20l. 8s. At Rotterdam, Stolberg has made 10¾ fls., and German 10⅛ fls. to 10⅝ fls. At Amsterdam soft lead has made 12 fls., and Stolberg 11 fls. At Paris, Spanish saumons have made 22l. 12s.; French, 20l. 12s.; Belgian, 21l. 12s. to 21l. 14s.; and rolled, 22l. 8s. per ton. At Havre, Spanish has made 19l. 4s. to 19l. 12s. per ton. With regard to tin, advices from Amsterdam observe:—"Under the influence of the very interesting news received from America during the past month, the position of the lead market has very much improved. The price of tin, which did not display any variation during the first fortnight of April, rose on the reception of the American news to 58 fls., and some purchases on speculation, or effected to cover former sales, made it rise to 60 fls. This price, allowed for small lots, gave way to 59 fls., again rose to 60 fls., and fell once more to 59 fls. The market is now firmer, so that we may quote the article at 59⅛ fls. to 60 fls." Annexed are particulars of the stock at Amsterdam:—

	1865.	1864.	1863.
Stock March 31 ... Ingots	48,050	55,098	41,090
Deliveries in April	5,660	6,377	4,638
Stock April 29	42,390	48,721	39,452

The stock for the approaching sale was estimated, April 30, 1865, at 163,201 ingots, as compared with 119,475 ingots in 1864, and 101,325 ingots in 1863. Banca has been better sustained at Cologne and Antwerp; at Berlin it has remained quiet; at Paris it has been firm. At the latter centre it has made 103l., while Detroit has been quoted at 99l., and English at 96l. per ton. At Havre, Banca has made 95l. to 96l.; Detroit, 91l. to 92l.; Peruvian, 74l. to 82l.; and Peruvian mineral, 40l. to 44l. per ton. There has been little animation in zinc at Paris, but prices have been firm, rough Silesian having made 22l., and zinc from other sources 21l. 8s. per ton. At Hamburg the market has not been quite so firm. At Breslau, on the contrary, the situation is good, and prices have been better sustained.

Pig appears to have regained a little favour in the Haute-Marne. At St. Dizier the sale is mentioned of two lots of pig disposed of in the last few days of April at an improvement on preceding rates. One of these lots was 50 tons, and the other 100 tons. The rates and conditions of these affairs bring pig to 4l. 12s. 6d. and 4l. 13s. 9d. per ton at St. Dizier. On the other hand, the quotations current for irons are without variations, rolled making 8l. 12s. and hammered 10l. 8s. per ton. A better future is anticipated in the Haute-Marne, and some works are increasing their engines and means of production. Among other improvements which are being carried out, we may mention that the Froncles establishment will shortly put in activity new rolling works for the manufacture of plates for constructive purposes. Froncles, which is situated on the Marne, is a small establishment, which has hitherto possessed only one blast-furnace, and but limited resources. The same progressive movement has appeared in the Meurthe in works which form part of the Moselle group. At some few leagues from Nancy, the Frouard establishment, which possesses already two blast-furnaces working casting pig, is about, it is stated, to mount a third. If we may judge from the importance of cargoes which have lately left the works by canal, and from their addresses and destinations, the sale of the products of the establishment must have a considerable extent. They are forwarded as far as Toulouse, and the Frouard, Champigneulles, and Pont-à-Mousson Companies appear to be taking a correct course in seeking to create an eighth blast-furnace within their radius of twelve miles, in which works enjoy the advantages of mines of iron ore, a canal, the Moselle, and the Paris and Strasburg Railway (Eastern of France system). Coke-made pig for refining makes in these works 3l. 2s. 6d. to 3l. 4s. per ton. In the neighbourhood of Longwy the completion of works is being actively pushed forward. M. L'Abbé will have a furnace in operation next month; the furnaces of the Baron d'Adelsward will be in activity at the end of the year; at Rehan the construction of the Providence Works has been commenced; and the Marquis de Lamoricière is continuing the transformation of the two works which he purchased at the liquidation of the Herserange undertaking. The dividend of the undertaking known as the Forges et Chantiérs de la Méditerranée has been fixed for 1864 at 4l. per share. It appeared from the report presented to the shareholders that the value of the work executed during 1864 exceeded 760,000l. The accounts, which were approved, showed that the profits last year amounted to 65,186l., and the dividend was fixed at 4l. per share, as previously stated, 2l. 16s. per share being payable this month. While the work done last year by the company represented a value of more than 760,000l., there still remain to deliver in hand of ships, marine engines, or mechanical apparatus, a value of 1,680,000l. Among the works executed last year there figured in the first rank six armour-plated gun-boats of 50-horse power, constructed on account of the French Government, hulls and engines, in 60 days. Some powerful dredging-machines, to be used in connection with the Suez Canal, were turned out, besides steamboats for commercial purposes, as well as various mechanical engines. The company has built for the French Imperial Navy an engine of 1000-horse power, intended for the armour-plated *Provence*, and there is in the yards a screw transport of 160 horse-power, named the *Vienne*. The orders entrusted to the company have not been confined to France alone; but it has delivered to the Italian Government two armour-plated ships-of-war (the *Maria Pia* and the *San Martino*) with their engines. The Spanish Government has also had constructed in the yards of the company the *Numancia*, a large armour-plated frigate of 1000-horse power, which has been dispatched by the Spanish Admiralty to Peru; the *Numancia* is the first armour-plated ship which has been sent into the Pacific. Orders have, besides, been received from Brazil, Turkey, Egypt, &c., and the company last year constantly employed 4000 workmen. It appears from the report just issued by the Northern of France Railway Company that the movement of combustibles over the system is steadily extending. Thus, in 1860 this branch of traffic amounted to 1,875,000 tons, in 1861 to 1,908,000 tons, in 1862 to 2,064,000 tons, in 1863 to 2,157,000 tons, and in 1864 to 2,578,000 tons. The rate of increase, it will be seen, was accelerated last year. The tariff charged by the company was 0·654d. per ton per mile in 1860; in 1864 it had fallen to 0·594d. per ton per mile. It is stated that the Moutaine Works are sold to forge-masters of the Ardennes. Efforts to develope the coal wealth which is believed to exist in the Moselle continue to be made. At St. Stéphanie, near Styring, engines of about 600-horse-power have been installed. It is hoped that Englishmen will bring capital to bear on the working of the concessions of Carling, L'Hôpital, and others. The Styring Company is working with its own resources.

THE GOLD MINES OF SIBERIA.

Abstract of a Lecture delivered at the Royal School of Mines, Jermyn-street, by Prof. W. W. SMYTH, F.R.S., &c.

During the latter half of the last century, and prior to the discovery of the gold fields of Australia and California, the mines of Siberia were of great notoriety and importance, as yielding large supplies of the precious metals. Before we speak of the character and social condition of the mines of Siberia, it will be well to introduce the subject by a few remarks on the physical character of that part of Russia where the mines are situated. Now, of late years a great many books have been written describing the districts of the mines, and from them we learn that the mineralised districts occur at intervals over a vast area. It will, then, be desirable to pick out one district for particular mention; and we will choose that lying at the foot of the Altai Mountains, near Yeneseisk, and between that point and the Oural Mountains, a district which includes an area of 2000 miles, and which lies geographically between the 50 and 60° of latitude.

And, first, of the people inhabiting this area; they of the great Sclavonic race, a race now exercising a vast influence, and destined hereafter to exert a still greater one, in the civilisation of Asia. The Poles, although alienated at present from the Russians, are true Sclavonians. The Bohemians, Croatians, Bulgarians, Servians, and Bosnians, are all directly allied to the same great branch of the human family, and all have a powerful affinity with Russia proper. Now, when we look at what Russia has done, and at the part she plays in the work of humanising Asia, justice has hardly ever been done her, for the influence she exercises over the roaming tribes of the East, who, although partially civilised, are but wanderers and robbers on the face of the earth, is almost incalculable; for, as the confines of the kingdom of Russia extend eastward, those tribes become assimilated into her nationality; and, when they once feel that they belong to Russia, they seem to abandon their migratory habits, and to settle down as quiet citizens. In the area under consideration are found some of the most striking physical features in Asia; there we have mountains and plains of an extent and size rarely equalled in any other part of the world. There, also, we have rivers, which, taking their rise in the lofty mountains, pour down through the channels they have grooved for themselves through the plains, enormous quantities of water, which rushes on to feed the largest fresh-water lake in in the world—the Lake of Balkai. It is this district where Herodotus, the father of history, says those one-eyed people lived, who, at great peril, dragged away the gold from the districts of this lake, where it was guarded by griffins. This amusing account is all that we have to indicate any knowledge of the district of the Altai as a mining country by Europeans, although the district of the Oural was long known as auriferous. We may, in fact, trace back the first discovery of the precious metals in the Altai to that Demidoff, from whom has sprung the princely race of that name, now the richest family in the world, and the owners of the chief mines of the Oural. This man, Demidoff, in the year 1699, stopped at the iron mines of the Oural, and there heard of the probability of finding certain valuable ores inland, to the eastward of Tobolsk. But before we take up the history of the mines at this point it will be well to explain the extension of Russian power into Tartary.

In 1580 Tobolsk was built, and from that date to the close of the seventeenth century the Russians made their greatest advances towards the East. At the time of the building of Tobolsk, the Altai Mountains were occupied by Tartar tribes of a restless and predatory character, who, living in their mountain fastnesses spread gradually over the plains, until about the end of the seventeenth century, when Demidoff appeared in the neighbourhood, and started an exploring party, headed by his son, the result of which was the discovery of considerable quantities of gold and true silver ores. After this the Russian Government assisted to form colonies in the neighbourhood of the discovered deposits, as it was impossible, except under bounty, to get men to start the working of the mines, from the severity of the climate. Under such patronage the mines increased, and were, in the middle of the last century, in full activity. It was then observed that there were races inhabiting the country who must have been preceded by other races, who although akin to the then inhabitants, were yet quite different. Of these earlier races nothing was known by the Tartar tribes, but they had left a history written in their graves, and from these it was learnt that the preceding race far surpassed in arts and manufactures the then inhabitants of the country. Of metallurgy they must have known much, for implements of gold, silver, copper, and bronze lay with them in their graves. In truth, so abundant were the ornaments of gold, that the people became grave robbers, and in their greed melted down all they found, and so the history of these older races is lost to us. Written accounts, however, describe two classes of graves—one covered with flat stones, the other with a tumulus of earth. The former, by their contents, indicated a ruder state of civilisation than the latter, in which were sometimes found weapons of iron. Here our knowledge of this interesting people rests, but Demidoff relates that in the neighbourhood of the graves he found old mining workings; and he adds that where the old workings were found there was also surely found, close at hand, gold and silver ores. A long interval seems to have elapsed after the days of Demidoff, during which we know nothing of the mines, and it was not until the early part of this century that the governor of the district was induced by a merchant to send an expedition in search of gold. The expedition was sent, but it was unsuccessful, and nothing was done further in the matter until the year 1816, when a peasant, out shooting, killed a grouse, which he presented to the governor. When it was opened to be cooked, in its stomach were found pellets and grains of gold, and from this curious coincidence dates the present energetic working of the gold mines of the Altai.

Transporting ourselves to the mines, we start from the great Lake Balkai up the Yenisei River, known at this point under the name of the Angara River, until we come to the town of Yrkutsk. At this point the river is two miles wide. From thence, pursuing the course of the river, the traveller passes through a long district of arable land, until he arrives at the town of Yeniseisk; on this arable land is grown the produce to feed the miners. Now, the mines are situated near the town of Yeneseisk towards the Eastern Altai Mountains. The gold occurs, for the most part, in a peculiar suspicious-looking sand, at the foot of the mountains. The explorer in searching for gold adopts a rude kind of costeaning, and tests the sand, to see whether it be auriferous or not, by a rough mechanical washing. The thickness of the layer of sand is very variable; the upper part of it will not contain any gold, and only in the bottom two or three feet will it be auriferous. The average yield of gold is about 1 part in 500,000 of dirt. The sand is washed in machines exactly resembling the Cornish tin streaming tye. The value of labour at the mines is about 11½d. per day for able-bodied men, and 7½d. per day for girls and boys. The price of food is low, meat 2d. per lb., flour variable; and the cost of a two-roomed house is about 20l. per annum. All these points are of considerable interest, be-

cause the Russian Government no longer retains any hold on the mines, but throws them open to private speculation.

As to the profits of mining in this district, it will be better to mention a special instance, in which a piece of ground was tried, 60 fms. long and 40 fms. wide. The overburden of this piece was 160 cubic fms., and the sand to be washed was 120 cubic fms The time required to conclude the undertaking was about eighty days. The hands required to accomplish the work were, 1130 full shifts of men at 9½d. per day, and 4000 half-shifts at 6d., which will give as expenses in wages 144*l.* 16s. Materials were as follows:—Bar iron, 3*l.*, charcoal, 15*l.*; medicine, 6*l.* 9s.; general expenses, 2*l.* 0s. 5d.; making a total cost of 171*l.* 5s. 5d.

The value of the gold obtained from the sand was 1182*l.*, and on deducting from that sum the cost of working, the sum of 1011*l.* 14s. 7d. remains as profit to the owners of the mine. From this it will be evident that when the supply of gold is, as here, tolerably good, the speculation is very remunerative. Adventurers must, however, remember that although the foregoing is an average profit, there are times when the results are not so satisfactory. The men are paid not by the day's work, but for a given task, and they are not paid at the mines, but at the town situated some distance from them. And since the season during which the mines can be worked is limited, and since during the winter the population of the mines desert the mountains for the cities, it has become the custom to pay the men on the the 10th of September, and just at the close of the mining season. This is a most unfortunate arrangement for the miners, for they then receive from 20*l.* to 50*l.* as the fruits of their labours, which they no sooner receive than they spend in feasting and drunkenness. Of the character of the miners not much that is favourable can be said. Their state of education is very low, and but few can read or write. Many of them are convicts, and so the community is not of the most peaceable character. But there is for even the poorest a chance, by steadiness, to recover their lost position, and an opportunity offered of getting out of their depraved state.

GREAT WHEAL BUSY MINE.

One of the largest of the orginal shareholders, and who appears to have closely studied the workings of this mine from the commencement of operations, thus writes with reference to the present position and prospect of of the undertaking:—The startling discovery in the 140 of a large and valuable lode, 10 or 11 fathoms south of the engine-shaft, seems to clear up a mystery which has been perplexing the agents and adventurers for the last seven years. The present company took up the mine at the 95, down to which point the lode had been very wide and wonderfully productive, as shown by the plans. One of the old reports spoke of three lodes, which sometimes intersected each other. Another spoke of these as being but one lode, generally very wide, but often in two or more parts, and in a great many places only one worked. However this may be, it was found in sinking that the lode was seldom, if ever, more than 2 or 3 feet wide, and sometimes only 1 ft. wide; whilst in driving the 100 west of the engine-shaft the lode was small and unproductive for upwards of 100 fathoms, though in the levels above it had proved very productive. The 100 east was more productive, and in places a fine lode. In sinking below the 110 down to the 150, the lode continued small and of comparatively little value; and the 110, 120, and 130, though productive in places, were generally a disappointmet.

The attention of the agent was drawn from time to time to the anomaly thus presented, and one and all agreed that the workings could not be on the main lode, and cross-cuts were put out to prove this; but, as the shaft was sinking, and the levels driving north of the elvan course, these cross-cuts were always put out north. Some time since the fact was recalled to mind that in sinking the shaft to the 100 part of the lode was in the elvans, and it was determined to try a cross-cut south in the 140; this was done, and a lode cut worth about 30*l.* per fm., about 3 or 4 fathoms south of the level. This cross-cut was continued, and in 4 or 5 fms. more driving the lode recently discovered was cut, and is now proved to be 9 ft. wide, very rich for tin and copper. It would thus appear that the lode passed through the elvans at about the 100, and from the distance at which it has been found from the engine-shaft in the 140 there can be no reasonable doubt that it is standing in whole ground up to the 100. This will be proved in a week or two by a cross-cut now going out in the 110.

With regard to the value of the discovery, though the article in the Journal of last week is correct so far as it goes, yet the extent of it is much understated. The writer, like the great Lawgiver, has only had a glimpse of the promised land. The 100 fm. level in Great Wheal Busy has been driven by the present parties 250 fms. from the point west of engine-shaft, where there was an immense deposit of tin and ore in the levels above (called Moyle's bottoms) to the present end, east of Walker's, where there is still a fine and valuable lode. The under levels—the 110, 120, 130, and 140—have been driven proportionately lesser distances, but still a great number of fathoms, and the 150 has been lattely reached, and the first and smaller of the lodes seen in the 140 fm. level intersected. Considering that the present discovery may be made available by short cross-cuts from all these levels, and looking at the immense quantity of ground thus laid open, it may safely be asserted that there is no mine in the county presenting the same prospects. In fact, it comes to this, that the adventurers have for the last seven years been creating enormous reserves, the value of which cannot be told, but which may be fairly estimated at double the amount (250,000*l.*) mentioned last week.

If we look at the eastern part of the mine the prospects are not less cheering there. A shaft (Walker's) is sinking in a bunch of tin from the 36, and will be communicated to the 100 by the end of October, and to the 110 by the end of the year. In this part of the mine there are six levels driving, all in valuable ground, the 100 being at present the most profitable. As soon as the shaft (Walker's shaft) is to the 100 an immense amount of ground, both east and west, can be stoped at low tribute, when the monthly returns (now 30 tons of tin, besides copper) will be more than doubled.

The tin is of better quality here, and in the deeper levels, than st was above, and much of that recently assayed has given a produce of a clear quarter of tin to the weight of the stone, thus proving the lode to be of great value, in many places doubtless above 100*l.* per fm. Here also (from the 36) is a cross-cut going out to cut the celebrated Wheal Vor lode, which will, it is expected, be met with in six weeks or two months' time. It was an old saying in the neighbourhood that the adventurers will find it a hard pull up the hill; but once there, the going down on the other side will be very easy and pleasant, alluding to the dip of the ore ground eastward to Wheal Daniel. Such, indeed, the adventurers (who have spent upwards of 90,000*l.* on this property) are likely to find the future, and it is only to be hoped that those who have held on to the ship so long, will not now be tempted to part with their interest. There can be no reasonable doubt that Wheal Busy must soon become as large and profitable a mine as Wheal Vor or Dolcoath, and that the shares will, ere long, command prices much in excess of the 14*l.* paid upon them.

IMPROVED PULLEY FOR MINING PURPOSES.

For some years past Messrs. FOWLER and Co., of the Steam Plough Works, Leeds, have successfully applied their very ingenious CLIP PULLEY to their steam cultivating machinery, and it is satisfactory now to find that they have lately adapted it to the working of mines, in connection with which there are a large number of purposes where its use would be advantageous. It will be recollected that the improved pulley consists of a wheel with a double flanged periphery, each flange carrying a series of centres, upon which one-half of the clip pulley swings. Technically, the pulley is thus described:—It is made in two parts, the one forms the main casting, with arms and boss, carrying the centres of one row of clips, and forming half the groove of the pulley, and the other is a flange or ring, carrying the lower row of clips. This is screwed on to the main casting, in a similar way to a nut and bolt, and thus gives an adjustment between the centres carrying the clips, which admits of ropes of various size. There are through bolts, to prevent the ring from shifting on the main casting. The clips are cast with chilled surfaces, which prevents wear in the grooves; and as in their action when the strain comes on the rope they move towards the axis of the drums, there is no surging of the ropes against the clips, which is the means of reducing the wear of both the rope and the drum.

It is probable that in no business more than in mining is the advantage of avoiding injury to the rope more appreciated; and with respect to the clip pulley, it is claimed that the hold of the ropes by the clips is increased exactly in proportion to the pull, and the nearer the centre of the rope comes in a straight line with the centre of the clips the more securely the rope is held; but in practical working it is found desirable to allow the rope to go no further back than will give sufficient hold to keep it from surging. The consequence of this is, of course, to reduce the wear of the rope and of the pulley, as stated, to the minimum, because the ordinary friction is done away with, and a firm yet easy grip substituted for it. Messrs. Fowler have just issued an illustrated catalogue, showing the application of the improved pulley to self-acting and half self-acting inclines, as well as to the driving of machinery situated far from the motive-power, and to the various other purposes connected with mining to which it is applicable; and, judging from the advantages which it possesses, it would seem that it requires only to be known to become generally adopted.

THE ASSOCIATION OF FOREMEN ENGINEERS.

We have no intention to interfere in what may be regarded as a purely personal question between the Chairman of this society and three of the six members of its committee, to whom reference was made in last week's Journal. As we happen, however, to have always entertained a high opinion of the association and of its usefulness, and to have watched with great interest its remarkable progress during the past few years, it will not be considered presumptuous, it is hoped, if we offer a few remarks upon a point which has lately been warmly discussed at some of its meetings. That point is the disposal of a sum of money amounting to 500*l.* or 600*l.*, which had been contributed to its Benevolent Fund by a number of eminent engineering employers, and others, since February, 1864. Some members have thought that the money thus given had better be set apart, and that its future disbursement should be controlled by a body of trustees, the majority of whom shall be chosen from among its donors. Others think that as the association came into existence as a benevolent association, it is still essentially a benevolent institution, and that as the whole of its rules are framed for the promotion of benevolent objects, it would be better to add the amount so generously, and, for the most part, unreservedly given, to the general fund of the society, for the control of which the existing rules provide. No doubt the two propositions are well worthy of careful and calm consideration, and they both present some claims to acceptance. If the voluntary fund of the employers were maintained separately from the subscribed fund of the foremen, and dispensed by the votes of the former, it seems probable that the amount contributed would in time be materially added to, for it would constitute really an employers' joint-stock fund for the relief of necessitous servants, and save the contributers from the inconvenience of individually providing pensions for their old *employés*. This, we take it, is the strongest argument which can be advanced in favour of the separate system, and it may be summed up briefly. It means, from the foremen's point of view, "more money, and less power over it." From the masters' point of view it means, "Insurance from individual responsibility."

On the other hand, if the fund given be added to that subscribed by ordinary members (and which also we believe amounts to about 500*l.*), the latter will have complete control over the whole, and may deal with it as a matter of right in any way that accords with their rules, for the benefit of decayed members of the association.

Believing that we have stated the case fairly, being equally desirous of advocating the interests of both classes concerned, and knowing the past history of the society, we have no hesitation in saying that our own opinion is strongly in favour of having ONE fund only. Let the employers be generous, and place full confidence in the associated foremen. The foremen, we are sure, will reciprocate the good feeling thus evinced, and as they have studiously avoided in the past every act which might be construed into an offence to the masters, so will they in the future—the more so, since gratitude will thus be united with respect, and together form the moral cement of friendship. It has never been charged to the London Association of Foremen Engineers that they have misapplied their funds, or diverted them to purposes beyond the spirit or the letter of their own rules. They have accordingly gone on and prospered. It will be a pity if that prosperity be marred by the conversion of a really graceful contribution to their funds into what might have the semblance of a humiliating charitable dole. The dignity and the best interests of both masters and foremen are, as we think, alike involved in the words "perfect freedom" and "mutual regard," and the one will assuredly be guaranteed by the other. Let gifts be gifts, and not individual loans! If the employers choose to establish a fund for the object above referred to, we can have nothing at all to say against such a course. In fact, the idea, *per se*, is a very good one, and might well be entertained by those gentlemen. It is scarcely necessary, however, that in the formation of such a protection society they should even consult the members of the Association of Foremen Engineers. The engrafting of the scheme upon the latter must lead to complications embarrassing to all parties, and productive of little advantage to any. In conclusion, we appeal to the employers on behalf of the association, and ask them to leave its members to the peace and unity they have hitherto enjoyed. There is little doubt that by so doing they will be themselves in all ways the gainers.

⁎ The MINING JOURNAL is published in time for dispatch by the early mails on Saturday, and should be delivered with the usual morning papers of that day. In cases of irregularity, we recommend that orders be given to Messrs. Smith, or other active agents, who will readily undertake to supply it.

WANTED, a GENTLEMAN to FORM a LIMITED COMPANY for a FIRST-CLASS SLATE OPENING, near the Penrhyn Quarries, Bangor.—For particulars, apply to "E. W.," Post-office, Llangoed, Beaumaris.

WANTED, an OFFER for ONE HUNDRED WEST MARIA WHEAL FORTESCUE, and ONE HUNDRED GUNNISLAKE (Clitters). —Apply by letter to Mr. R. MOTT, No. 5, Westbourne-terrace, Drayton-road, Croydon.

CRENVER AND WHEAL ABRAHAM SHARES.— ONE HUNDRED SHARES, or any part thereof, TO BE SOLD (£3 paid). Price, 15s. per share.—Apply to "M.," care of Messrs. Barker, 1, Castle-court, Birchin-lane, Cornhill, E.C.

SHARES FOR SALE IN THE MINERA DISTRICT, WREXHAM, NORTH WALES:—4 Minera Mine, 30 Minera Union, 30 South Minera, 20 Park, 20 Central Minera, 50 Wynnstay, and 20 Pool Park shares. Also, 50 shares in the Bwlch-y-Plwm Mine, Merionethshire; 100 shares in the Diphrwys Casson Slate Quarry, and 50 shares in the Provincial Welsh Insurance Company, Wrexham.—For particulars and prices, apply to Mr. ALBERT BURY, sharebroker, Temple-row, Wrexham.

CAPT. J. RABEY OFFERS FOR SALE FIFTY SHARES, at the nett price of £3 per share, in the CAI-R-PANT MINE, joining the great Minera Mine, and one of the best prospects in the district, being all whole ground, and the mine paying for itself now at the shallow depth of 40 yards.—Address, Captain J. RABEY, Coedporth, near Wrexham, Denbighshire, North Wales.

FOR SALE, a MINE SETT, in the parish of CAMBORNE, CORNWALL, adjoining the Setons.—For particulars, and to treat for the same, apply to Mr. J. R. DANIELL, solicitor, Camborne.

HORIZONTAL ENGINES FOR SALE, at very low prices:— One 12 in. cylinder, 24 in. stroke; one 12 in. cylinder, 36 in. stroke; and two 14 in. cylinders, 24 in. stroke. All ready for delivery, and may be had with or without fly-wheels.—Apply to Messrs. E. PAGE and Co., Laurence Pountney-place Laurence Pountney-hill Cannon-street E.C.

TO INVESTORS.—In consequence of the death of the proprietor, the FOLLOWING SHARES are FOR SALE, at GREATLY REDUCED PRICES. Particulars on application to Mr. J. NEWCOMB, 33, Cumberland-street, Pimlico, S.W.:—

No. of shares.	Paid.	Price.	No. of shares.	Paid.	Price.
20 Clowance Wood..	£70	£35	50 So. Devon Slab and Slate....	162½	140
6 Havan Silver-Ld.	25½	7	50 Wheal Ida......	35	13
10 Fortescue Cons..	15	10	10 East India Cotton Agency* ..	50	35
20 City of London and Colonial Finance	70	45	20 Wh. Sparnon ..	—	—

No reasonable offer refused.

* Has paid a dividend of 5 per cent., and is about to declare another.

MR. WALTER TREGELLAS, 3, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C., continues to deal at close prices in all good sound dividend and progressive mines.

NORTH SHEPHERDS MINE continues to progress favourably, and shares have further advanced. The quotation is now £7 to £7¼, at which W. TREGELLAS is prepared to deal in any number of shares.—May 12, 1865.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C., is in a position to give sound advice as to the sale or purchase of mining shares, the present being one of the most favourable opportunities for speculation or investment to result in large profits. List free on application.

⁎ SPECIAL BUSINESS in Great North Laxey.

MR. THOS. THOMPSON, MINING OFFICES, 12, OLD JEWRY CHAMBERS, LONDON, E.C.

MR. THOMPSON being intimately acquainted with the LAXEY DISTRICT, in the Isle of Man, and its various mines, and continually receiving private and valuable information respecting them, will be happy to communicate with anyone thinking of making an investment in the mines of this district.

MR. CHARLES BAWDEN, MINE AGENT, ST. DAY, SCORRIER, CORNWALL, from recent inspections, is in a position to advise what mines to invest in, and what to avoid, two of which he will guarantee all loss for one-half the profits for the next six months. Terms for inspection and report, £2 2s. per day. WANTED TO PURCHASE, 20 Tresavean shares.

HARRIS AND CO., STOCK AND SHAREBROKERS, AND FINANCIAL AGENTS, 15, GEORGE STREET, MANSION HOUSE, LONDON, E.C.

GREAT TREGUNE CONSOLS.—A SPECIAL GENERAL MEETING of this mine will be HELD at the offices, No. 4, Frederick's-place, Old Jewry, on FRIDAY, the 19th May next, to take into consideration the present important position of the mine. The chair will be taken at Three o'clock precisely.

By order, CHAS. PEARSON, Sec.

THE SOVEREIGN GOLD MINING COMPANY (LIMITED).—Notice is hereby given, that a SPECIAL GENERAL MEETING will be HELD at 20, St. Helen's-place, Bishopsgate-street, London, on FRIDAY, May the 19th, at Twelve o'clock precisely, when a resolution to wind-up the company voluntarily, and to appoint a liquidator, will be proposed.

By order of the Board, W. J. LAVINGTON, Sec.

20, St. Helen's-place, E.C., May 11, 1865.

THE NATIONAL BANK IS AUTHORISED TO RECEIVE SUBSCRIPTIONS FOR THE SHARES OF THE PERUVIAN RAILWAYS COMPANY, ON THE TERMS OF THE FOLLOWING PROSPECTUS.

PERUVIAN RAILWAYS COMPANY (LIMITED).

With Peruvian Government guarantee of interest
At the rate of £7 per cent. per annum, as hereinafter set forth, on a total capital of £3,340,000.
Present issue:—£1,670,000, in 66,800 shares of £25 each.
Deposit, £1 per share on application, and £2 per share on allotment.
Future calls of £2 10s. per share will be made at intervals of not less than three months between each call.
Seven per cent. per annum will be paid during the construction, and is guaranteed by the International Contract Company (Limited).

DIRECTORS.

WILLIAM LATHAM BAILEY, Esq., (Bailey Brothers and Co., Liverpool).
WILLIAM CARTER, Esq. (Joseph Robinson and Co., Laurence Pountney Hill).
JOHN ENNIS, Esq., M.P., Director of the Bank of Ireland.
P. S. FLETCHER, Esq. (Alexander Fletcher and Co., 10, King's Arms Yard).
S. G. GETTY, Esq., M.P. for Belfast, Onslow-square.
W. R. LINDSAY, Esq. (Messrs. H. H. Vivian and Co., Birmingham).
S. L. KOE, Esq., Bowling Ironworks, Bradford.
ALBERT RICARDO, Esq., Angel-court, Throgmorton-street, Director of the National Bank.
ROBERT SIMPSON, Esq. (Frederick Levick and Co., Charlotte-row and Cwm Celyn Ironworks.

BANKERS.

London .... The National Bank.
Liverpool .... The National Bank of Liverpool.
Manchester .... The Manchester and Liverpool District Bank.
Ireland .... The Bank of Ireland and its Branches.
The Branches of the National Bank.

CONTRACTORS—The International Contract Company (Limited).
ENGINEERS—George Parker Bidder, Esq., Esq., C.E.; John Mortimer Heppel, Esq., C.E.

SOLICITORS.

Messrs. Bircham, Dalrymple, Drake, and Co., Parliament-street.
Messrs. Baxter, Rose, Norton, and Co., Victoria-street.

BROKERS.

London .... Messrs. P. Cazenove and Co., Threadneedle-street.
Messrs. Seymour and Co., Throgmorton-street.
Liverpool......... Messrs. Thomas Tinley and Sons.
Manchester...... Messrs. Warner and Page, Stamp Office-buildings.
Dublin........... Edward Fox, Esq., Dame-street.

SECRETARY—B. A. Smith, Esq.

OFFICES—85, CANNON STREET WEST, E.C.

This company is formed for the construction and working of two lines of railway in Peru—one to connect the seaport of Pisco with the town of Yca, the other to connect the city of Arequipa with the Port of Mejia.

For the construction of these railways the Government of Peru have granted special concessions, and a guarantee of income which would appear exorbitant if it were not that the statistics of the existing traffic have satisfied the Peruvian Government that the railways, when, at work, will yield returns which will not only relieve the Government of the charge for their guarantee, but far exceed the sum required for that purpose.

The Peruvian Government guarantees for the period of 25 years—or until the railways have produced over and above the cost and provision for repair, renovation, and maintenance for the space of two consecutive years, dividends at the rate of 7 per cent. per annum—an income of £233,800 per annum, charged upon the public revenues of the State, and further secured by hypothecation of the guano shipped to European states. The concessions for the railways contain the usual provision for reimbursing to the Government (out of any surplus profir exceeding a 10 per cent. per annum dividend to the shareholders) such sums, if any, as may have been paid by them to cover their guarantee.

The concessions of these lines of railway from the Government of Peru is for a period of ninety-nine years from the opening of the railways. A sufficient sum will be set apart to form a sinking fund for the redemption of the whole capital, at a premium of £100 per cent., to be operative yearly after the first twenty years of the working of the railways. The shares so redeemed to be altogether cancelled, and the dividends which would otherwise be payable on such shares to accrue to and form part of the sinking fund. After the first fifty years the price at which shares shall be redeemed and cancelled shall be regulated at such higher or other price than £100 per cent. remium as the state of the sinking fund shall warrant.

When it is borne in mind that the Peruvian Government loan, bearing 4½ per cent. per annum interest, previously borrowed on the same security, is rapidly in course of extinction, it will be quite evident that, irrespective of the prospect of a much higher rate of dividend being realised from the working of the railway, the nature of the security should obtain a ready market for the shares of the company.

The prospects of revenue from the working of the railways are, however, so great as to render the Government guarantee (in other respects so important) a feature of but secondary consideration.

The Republic of Peru has a seaboard of nearly 1600 miles, and an area of about 53,000 square miles. There is, perhaps, no country in the world in which the elements of commercial prosperity are more complete. The mineral products of all kinds with which its interior provinces abound, combined with its long stretch of coast, give it an almost unrivalled facitity for the development of commerce on the most extensive scale. To this development one obstacle—and one alone—exists: the want of proper means of communication between the ports and the interior country.

In spite of this obstacle, the large existing trade of the Republic is proved by its Custom returns; and that undertakings, having for their object the remedy for this defect, are likely to be remunerative, is shown by the working of the Callao and Lima Railway, which now pays dividends at a rate approaching £30 per cent. per annum on the original cost of construction.

The ordinary charge for the conveyance of goods per mile in Peru, is equal to the charge for the carriage of a like quantity in Great Britain 14 miles.

The construction of the railways to be undertaken by this company will establish communication between important centres of commerce in the interior and the proper ports on the sea coast.

The line from Mejia to Arequipa is laid out to serve the traffic which at present form the route from the latter city to the port of Islay, a route which forms the main channel of communication from the coast to the districts of Arequipa, Puno, and Cuzco, and the northern portion of Bolivia.

The connection with the last-mentioned State is important, as the establishment of a system of railways suitable to its own wants is now a subject of serious attention. The railway now proposed would form one of the main outlets of any such system to the coast of the Pacific, a circumstances which alone must secure it a considerable additional traffic of the most remunerative description.

The railway from Pisco to Yca is proposed to be constructed under conditions analogous to those of the Callao and Lima line already referred to.

From the easy character of this line, and a large existing traffic in the district to be traversed, it is evident that the nett revenue must greatly exceed the guaranteed amount.

The lengths of the proposed lines are as follows:—

Mejia to Arequipa .... 90 miles
Pisco to Yca .... 46 „
Total .... 136 miles

A contract for the construction of the lines has been entered with the International Contract Company (Limited) according to the estimates of G. P. Bidder, Esq., C.E., and J. M. Heppel, Esq., C.E.

In accordance with the terms of each concession, the company will be converted into a Société Anonyme, with shares to bearer, or, if necessary, into two Sociétés Anonymes.

The capital of the Société Anonyme, or Sociétés Anonyme, will be £3,340,000, to be issued in shares and bonds.

The present company has been formed as a limited liability company, the shares in which will be exchangeable for shares of a like denomination in the Société Anonyme.

Copies of the Articles of Association, of the contract, and of the Acts of Concession, with translations, are open, at the offices of the company, for inspection by parties desirous to become subscribers, so that they may make themselves acquainted with all the provisions and conditions of such concessions.

The deposit paid on application for shares will be forfeited and the allotment cancelled in cases where the further payment on allotment is not duly made in accordance with the terms of the allotment letter.

Applications for shares must be made in the annexed form, addressed to the directors; but no application will be considered, unless accompanied by the receipt of one of the bankers of the company for £1 per share on the number of shares applied for. This sum will be returned in the event of the application not being acceded to.

Forms of application for shares, and prospectuses, may be had at the National Bank, London; the National Bank of Liverpool; the Bank of Ireland, and its several branches, Ireland; the branches of the National Bank, Ireland; at the offices of the brokers of the company, and at the offices of the International Contract Company, 85, Cannon-street West, London, E.C.

FORM OF APPLICATON FOR SHARES.

No...... (To be left with the bankers.)

To the Directors of the Peruvian Railways Company (Limited).

GENTLEMEN—Having paid to the Bank the sum of £ , being £1 per share on shares, I request you to allot me shares of £25 each in the Peruvian Railways Company (Limited), in conformity with the prospectus issued by you, and I hereby agree to become a member of the company, subject to its articles of association and regulations, and to accept such shares, or any less number that may be allotted to me, and to pay the further sum due on allotment thereof, and I request that my name may be placed on the register of members in respect of the shares allotted to me

Name in full..................................
Address in full..................................
Date......................... Reference ....

MR. J. P. ENDEAN, STOCK AND SHAREBROKER, 1, CROWN COURT, OLD BROAD STREET LONDON, E.C.

Having had 25 years' experience in the mining districts of Devon and Cornwall, and three in the London market, with daily information of important changes from qualified agents, also the most authentic reports relating to other investments, he is in a position to afford the earliest information to his clients, and to direct capitalists whether to buy or sell in mines, railways, or other securities.

Investors should apply to him for reliable information relative to the Chiverton Mines also the Camborne and Illogan districts.

A carefully selected list of sound progressive and dividend shares (certain to give a large percentage immediately) forwarded on receipt of 5s. in stamps.

Orders and telegrams receive immediate attention.

MR. D. STICKLAND, M.E., having had upwards of 40 years' mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon.

MINES INSPECTED and faithfully REPORTED ON. DEALER in MINING, RAILWAY, and OTHER SHARES.

His monthly Circular forwarded on receipt of six postage stamps.

Criddis Mine, St. Issey, Padstow, Cornwall.

BARRETT AND CO., 9, SPRING GARDENS, CHARING CROSS, STOCK, SHARE, AND FINANCE BROKERS, transact business of every kind in British, Foreign, and Colonial Stock, Shares, Bonds, Docks, Debentures, Mines, Miscellaneous Investments, including American Government Securities, Confederate States Securities, Spanish, Mexican, and other stocks, and are in direct communication with the powerful bankers and brokers in all European towns and cities, in the Federal and Confederate States, and in the Canadas. The earliest and most accurate information received on monetary matters. Investment Circular gratis.

9, Spring-gardens, S.W., March 4, 1865.

THE BRITISH MINING AND SMELTING COMPANY (LIMITED).

Capital £300,000, in 15,000 shares of £20 each
(With power to increase its capital by the issue of new shares).
Incorporated under the Companies Act, 1862, with limited liability.
Deposit on application, £2 per share, and a further sum of £3 per share on allotment.

DIRECTORS.

WILLIAM ALEXANDER THOMAS, Esq., Chairman of the Devonshire Great Consolidated Copper Mining Company.
THOMAS MORRIS, Esq., Resident Director of the Devonshire Great Consolidated Copper Mining Company.
JOHN THOMAS, Esq., Director of the Devonshire Great Consolidated Copper Mining Company.
PHILIP EDWARD BLAKEWAY, Esq., Director of the Devonshire Great Consolidated Copper Mining Company.
(With power to add three to their number).

BANKERS—Messrs. Barnetts, Hoares, Hanburys, and Lloyd.
CONSULTING MINE AGENT.
Captain James Richards, Principal Agent of the Devon Great Consols.
SECRETARY—William Augustus Buckley, Esq.
OFFICES,—No. 22, GREAT ST. HELEN'S, LONDON, E.C.

PROSPECTUS.

The great improvement in the character of the lode at the 224 fm. level indicating the proximity of valuable deposits of ore, and the continuous splendid course of ore in the 115 fm. level on the south lode, together with the promising lode lately discovered 130 fms. south of Hitchins's shaft on the main lode of the mines of the Devonshire Great Consolidated Copper Mining Company, as well as the progressive development of ore ground in the lower levels at Hingston Down, prove to a demonstration that ore exists both shallow and in depth in the Tavistock district, and only requires the judicious application of capital to secure its profitable development.

It has been represented to the gentlemen principally interested in the Devon Great Consolidated Copper Mining Company that they would greatly promote legitimate mining if they would consent to become the directors of a powerful company, with adequate capital, whose object would be the purchase of mining setts, in Devon and Cornwall especially, which are languishing for the want of funds to continue operations with energy and perseverance; as also, if thought desirable, the establishment of smelting-works.

These gentlemen, with an earnest desire to promote legitimate mining, have consented to assist in carrying out the objects proposed, provided a sufficient capital can be raised at the commencement—long experience having convinced them that the bane of good mining is the necessity of repeated calls on an unprepared constituency, and they have concurred in the formation of the British Mining and Smelting Company (Limited) accordingly.

The sound commercial principles which have been so successfully adopted in the management of the Devon Great Consols Mines will be applied to every undertaking of this company.

A paid-up capital is proposed which it is thought will be sufficient to carry out the immediate objects of the company, unless some very desirable mining setts shall invite extended operations.

No further call beyond the £5 per share before mentioned will be made without the sanction of a special meeting of the proprietors convened for that purpose.

The surplus funds of the company will be lent out at interest or invested in first-class securities; and in order to keep alive the attention of proprietors from time to time to the progress of the company, a distribution of the available interest will be made annually, and the profits will be divided as they may accrue, and at such times as the directors may deem advisable.

The directors have already secured the purchase of the mining setts of Crowndale, on the east of the Devon Great Consols Mines, and of Wheal Benny and River Tamar, and Wheal Williams on the west, with the plant and machinery thereon, for the sum of £10,000, and are in negociation for two or three other setts in the same neighbourhood, which they believe will be sufficiently extensive for the present, and whereon operations may be commenced forthwith—the greater part of the machinery being already on the ground.

The directors think it unnecessary to insert in this prospectus any mine agents' reports upon the value of the setts in question; suffice it to say, they have the unqualified approbation of Capt. James Richards and many other mining agents, whose reports, *in extenso*, may be had on application at the company's offices, and the locality in which the setts are situate speaks for itself, the Devon Great Consols Mines alone having yielded a profit of one million sterling in 21 years.

The qualification for the office of director will be 100 shares: 200 shares each will be all that will be retained by the present directors, and the remaining shares will be allotted to the public in amounts not larger than 200 shares, nor smaller than 10 shares; the directors being persuaded that, in the interesting but somewhat speculative pursuit of mining, the shares ought to be distributed amongst a large number of individuals.

The deposit of £2 per share having been duly paid to the bankers of the company, applications for shares must be addressed, in the form annexed, to Mr. W. A. BUCKLEY, the secretary, No. 22, Great St. Helen's, London, E.C.

London, April, 1865.

FORM OF APPLICATION FOR SHARES,
To be forwarded entire with the bankers' receipt to the secretary.
To the Directors of the British Mining and Smelting Company (Limited).

GENTLEMEN,—Having duly paid to Messrs. Barnetts, Hoares, Hanburys, and Lloyd, the sum of , being the deposit of £2 per share on shares in the British Mining and Smelting Company (Limited), I request you will allot to me the said number of shares; and I hereby agree to accept the same, or any less number, subject to the several conditions set forth in the Articles of Association of the company.

Name in full..
Address as it should appear on the Register of Members } ....
Quality ....
Date .... Usual signature ....

SOUTH WALES CONSOLIDATED LEAD MINING COMPANY (LIMITED).

Capital £20,000, in 2000 shares of £10 each.
Amount to be called up, £2 10s. per share; £1 on application, and £1 10s. on allotment.

DIRECTORS.

Sir WILLIAM SMITH, Bart., Grenville-place, St. John's-wood, London.
G. W. CHARLWOOD, Esq., Fetham, Hounslow.
JOHN SALVAGE, Esq., Greenfield House, Newbridge, Newport.
JOHN ROWLANDS, Esq., 2, Copthall-buildings, London, E.C.
(With power to add to their number.)

BANKERS—Imperial Bank (Limited), Lothbury.
SOLICITORS—Messrs. Hancock, Sharpe, and Hales, Birchin-lane, London, E.C.
SECRETARY—Mr. Charles Thomas.
OFFICES,—3, GREAT ST. HELEN'S, LONDON, E.C.

PROSPECTUS.

This company has been formed for the purchase and working of the Cwmbrane, Cassara, Pentwyn, and Lady Eliza Mines, situated in the parish of Llangadock and Mothvey, in the county of Carmarthen, within four miles of the Llangadock Railway-station, and eight hours' journey of London by railway.

The present company's grant is very extensive, and is traversed by three large metalliferous veins or lodes, embedded in a clay-slate or killas stratification, all of which have been found productive of lead ore, so far as explored. Reports of competent miners contain a full description of these lodes, and the extent to which they have already been worked, and all tend to show that the mine has as yet had but little trial, and is now only approaching that depth where, on the average, in the lead mines of the principality, the greatest wealth is obtained.

The ore raised is of the best quality, containing 78 to 80 per cent. of fine Potter's lead and 8 ozs. of silver per ton, samples of which can be seen at the company's offices.

The natural advantages are such that in the course of a short time the company expect to be able to work the mines without the employment of any steam machinery for the purpose of drainage. An unlimited supply of water flows through the sett all the year round, and the work now contemplated when finished will result in the employment of this stream, to the permanent benefit of the company.

An important part of this property has been lately carried on by the Cwmbrane Mining Company (Limited). This company commenced operations with a working capital of £2800—£2000 of which was expended upon the mine, but chiefly in renovating the dressing-floors, providing new pumps, sinking new shafts, &c., all necessary for the proper development of the mine, and of which the present company will have the advantage.

The Cwmbrane Company, during the two years they worked their mine, with all hindrances caused in making alterations and putting in new pumps, raised and sold £4187 worth of lead ore; and in the last three months, ending April, 1864, sold £592 worth of ore, at a cost of £559, showing that at the time of winding-up the mine was yielding a small profit.

The present company, by working on a limited scale, could make the mine at least self-supporting; but the object is to thoroughly develope the property, and with reference to that part described as Cwmbrane to extend levels into the northern part, and eventually to do without the aid of steam-power, as suggested by the reports.

Upwards of £20,000 have been from time to time expended upon this property in machinery and bringing it to its present state, so that all the preliminary expenses attendant upon the commencement of a new mine have been already met, and the works put in such a position that immediate returns of lead can and are now being made.

The plant consists of a new 36-in. cylinder Cornish condensing-engine, with large tubular boiler; about 90 fms. of 7, 8, and 9 in. pumps, with 8-in. plunger and drawing lifts, with rods, complete; whim and drawing-gear; skip-road and skips; 100 fathoms tramroad and trams; large water-wheel and crusher; dressing-floors and apparatus; jigging-machines; flat and round buddles, worked by water-wheels; shears and capstan; ropes, chains, and pulleys; tools and utensils of every kind requisite for the efficient working of a mine of this magnitude. There are also reservoirs for supplying the engine and dressing-floors in dry weather, all in good working order and condition. Erected on the mine are two substantially-built houses, suitable for a resident agent or agents.

That portion of the property known as Cwmbrane now produces from 10 to 12 tons of lead per month, which about meets the monthly cost; in addition to which there are reserves of ore, lately discovered by long drivages in the north part of the mine, sufficient to enable the company, upon completion of the ventilation and communication with surface, to increase the returns to 30 tons per month. This return, it is calculated, would leave a profit of at least £30 per cent. upon the capital employed; and, with the steady development of the property, and with a continuation in depth of the present productiveness of the lode, there is no doubt that a lasting, rich, and profitable mining property will be found, and fully equal to other successful companies in the South of Wales. No promotion money will be paid, and the preliminary expenses will be strictly confined to such as are indispensable.

The consideration agreed to be paid for the purchase of all the existing rights in the mines and properties, including all machinery, buildings, and the whole of the plant, is £5000—£2500 of which to be paid in cash, and the remaining £2500 in shares paid up to £5.

No call of more than 10s. per share will be made at any one time, nor will any call be made at a less interval than three months.

The company being "Limited," no shareholder, under any circumstances, can be liable for more than the amount of the shares for which he may subscribe.

Application for shares may be made to the directors, at the offices of the company, accompanied by the banker's receipt. Prospectuses, together with reports and forms of application for shares, may be had at the offices of the company.

ISAAC FRANCIS, NANT, WREXHAM, a dresser of 30 years experience, is OPEN to INSPECT ANY DRESSING PLACE on moderate terms. Mr. FRANCIS can introduce PLANS of IMPROVEMENTS that will SAVE THIRTY PER CENT. COST in certain departments of any dressing floors.

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before Monday, the 22d day of May inst., 1865, to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to supply— BRITISH IRON.

And that the conditions of the said contract may be had on application at the India Store Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M. of the said 22d day of May, 1865, after which hour no tender will be received.
GERALD C. TALBOT, Director-General.
India Office, May 8, 1865.

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before MONDAY, the 15th of May inst., to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to supply— SLIP COPPER.

And that the conditions of the said contract may be had on application at the India Store Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M. of the said 15th day of May, 1865, after which hour no tender will be received.
GERALD C. TALBOT, Director-General.
India Office, May 8, 1865.

In Chancery.

PURSUANT to an Order of the High Court of Chancery, made in a Cause WILLIAM HENRY FORMAN, plaintiff, against WILLIAM HARVEY and others, defendants, ALL PERSONS CLAIMING to have ANY INTEREST in the ADVENTURE in the plaintiff's bill, called WHEAL ANNA MINE (and formerly called Wheal Friendship Mine), situate in the Parish of St. Hilary, in the County of Cornwall, are, by their solicitors, on or before the 2d day of June, 1865, to COME IN and PROVE THEIR CLAIMS at the chambers of the Vice-Chancellor, Sir John Stuart, No. 12, Old-square, Lincoln's Inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said order. Friday, the 9th day of June, 1865, at One o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.
ALFRED HALL, Chief Clerk.
OLIVERSON, LAIRE, and PEACHEY, 8, Frederick's-place, Old Jewry, London, plaintiff's solicitors.
Dated this 2d day of May, 1865.

IMPORTANT SALE of VALUABLE LEAD MINE and MINING MATERIALS.

MR. DAVID JONES has received instructions to SELL, BY AUCTION, on the mine, on the 18th of May, 1865, all the VALUABLE MACHINERY, PLANT, and MATERIALS of the RHOSWYDOL AND BACHEIDDON MINES, situate in the parish of PENEGOES, in the county of MONTGOMERY, and within about six miles from Machynlleth Railway station, including a first-class 30 in. cylinder CONDENSING ENGINE, PUMPING and DRAWING MACHINERY, a 30 ft. WATER WHEEL, CRUSHING MILL, circular, flat, and tie buddles, jiggers, &c., all in first-rate working condition, with all the usual appendages of a productive lead mine in full work.

The first lot will be the steam-engine, and the purchaser or purchasers will have the option (subject to the approval of the lord of the manor) of having a lease of the mine, upon a royalty of 1-15th, with the usual conditions.

For further particulars, or to treat for the whole by private contract, apply to GEORGE HADLEY, Esq., 20, St. Helen's-place, Bishopsgate-street, London; or to the Auctioneer, Machynlleth.—Dated March 31, 1865.
Sale to commence at Twelve o'clock precisely.

EAST WHEAL FALMOUTH MINE, IN THE PARISH OF KENWYN, NEAR TRURO.

MESSRS. WARE AND SON WILL SELL, BY AUCTION, on the mine, on Thursday, the 18th May, at Twelve for One o'clock precisely, the whole of the SETT and MACHINERY of the above mine, comprising—

A 20 in. HORIZONTAL ROTARY PUMPING and DRAWING cylinder ENGINE, 5 ft. stroke, with 8 tons BOILER, and drawing gear attached.

40 fms. of 9 in. pitwork, with plunger lift; about 20 fms. of 6 in. plunger lift, together with a quantity of timber, iron, and other useful mining articles, the whole of which are nearly new.

For further particulars, apply to Mr. GEORGE DOWN, Cathedral-yard, Exeter; or to Capt. WM. HANCOCK, on the mine.—May 8, 1865.

YARNER COPPER MINE, NEAR BOVEY TRACEY, DEVON—NOTICE.—The SALE advertised for the above, on the 15th inst. WILL NOT TAKE PLACE.
WARE AND SON, Auctioneers.
Paris-street, Exeter, May 9, 1865.

GURLYN MINE, ST. ERTH, CORNWALL.
TUESDAY, MAY 23, 1865,

MR. R. H. CADE has received instructions to SELL, BY AUCTION, on Tuesday, the 23d day of May instant, at Eleven o'clock in the forenoon, at GURLYN MINE, in the parish of St. Erth, the following VALUABLE MATERIALS and MACHINERY, viz.:—

A 60 in. cylinder PUMPING ENGINE, nearly new, 9 ft. stroke, equal beam, with TWO BOILERS 11 tons each.

50 fms. 16 in. 9 ft. pumps.
1 16 in. plunger pole.
1 16 in. H piece.
1 16 in. top doorpiece.
1 16 in. windbore.
1 17 in. pole case.
1 15 in. working barrel.
1 15 in. doorpiece.
1 15 in. windbore.
46 fms. 11 in. 9 ft. pumps.
2 12 in. H pieces.
2 11 in. doorpieces.
2 12 in. pole cases.
2 11 in. windbores.
2 12 in. 10 ft. poles.
5 13 in. 9 ft. pumps.
1 12 in. working.
1 12 in. doorpiece.
1 12 in. windbore.
2 10 in. workings.
1 10 in. doorpiece.
1 10 in. windbore.
Flange bolts and burs.
Strapping plates.
Rod pins.
40 fms. 7 and 8 in. wood rods.
Staples and glands.
Wood balance-bob.

Shears and shieves.
Double winch.
100 fms. capstan chain.
2 cisterns.
Wood shed.
150 fms. 2⅛ in. best round iron flat-rods.
Lifting jack.
Blocks.
100 2 ft. shieves.
40 fms. 14 in. pitch pine rods, complete.
Bucket rods.
Buckets, &c.
Iron balance bob, connection rods, &c., complete.
Capstan and shears.
120 fms. capstan rope.
300 fms. ladders.
Several lots of timber, almost new.
4 horse whims, 10 ft. cages, shaft tackle, chain and kibbles complete.
2 40 in. smiths' bellows.
2 anvils.
Sundry smiths' tools.
Screw plates and taps, from ⅛ in. to 2 in.
Miners' tools.
Carpenters' house, bench, &c.
Smiths' shop, &c.

Also at GUSKUS STAMPS, near Relubbus:—

A WATER WHEEL 18 ft. in diameter, 9 ft. breast; 2 iron axles for 12 heads each, 12 stamps heads, calciner complete, frames, dressing-floors, kieves, &c., and the whole of the tin leavings.

The machinery and materials will be found of the best description, and in excellent working order, and will be sold in lots to suit the convenience of purchasers.

The mine is situated about four miles from Hayle, Marazion, and the St. Ives-road station on the West Cornwall Railway.

For further particulars, apply to the Auctioneer, Meneage-street, Helston.
Dated May 11, 1865.

FLINTSHIRE.

TRIMLEY HALL (82 Acres) LEAD MINES, LIME ROCKS, &c. This VALUABLE ESTATE will be OFFERED BY PUBLIC AUCTION, July 22, 1865. Particulars in future advertisements.
WITHINGTON AND PETTY, Solicitors, Manchester.

TO BE SOLD, the LEASEHOLD LANDS and PREMISES, with the BUILDINGS, ERECTIONS, and WORKS thereon, situate at BRYMBO, in the parish of WREXHAM, in the county of DENBIGH. The above-named works have been recently fitted up in the most perfect manner for carrying on the business of lead smelting and desilverising, and are extremely well adapted for such business. They are contiguous to coals of the best quality for smelting, and also to the Great Minera and other mines, producing very superior and easy-working lead ores.

The sale of these works presents an opportunity to anyone desirous of carrying on the business of smelting and desilverising lead, possessed of the requisite capital, or to anyone with the necessary amount of influence to form a limited liability company for that purpose.

The works may be visited by anyone applying to Mr. JOHN MATHER, Manchester Chambers, Deansgate, Manchester, who will also give any information that may be required respecting them.

THE ESTATE OF ALEXANDER BOYD, Esq., BALLYCASTLE, COUNTY ANTRIM.

TO IRON AND COAL MASTERS.—TO BE LET, in one or more divisions, the WELL-KNOWN and EXTENSIVE MINERAL FIELD of the BALLYCASTLE ESTATE, COUNTY ANTRIM, IRELAND, the property of Alexander Boyd, Esq., comprising an area of about nine square miles, containing proved Coal Fields, and several Ores of Iron, including the Blackband, Clay Ironstone, Ball Hematite, Iron Pyrites (so well known in the Glasgow market), with their associated minerals, Fire-clay, Shally-blaze, Blue Limestone, Freestone, &c.: in short, every requisite for the establishment of blast-furnaces, with a sea frontage and a shipping port at hand. The best seams of coal on the coast line, and more than one-half of the entire area of the whole field, although proved, have never been touched.—For full particulars, apply to Mr. JOHN B. DOYLE, agent, The Mansion, Ballycastle, County Antrim.

IRON ORE ROYALTY TO BE LET.—TO BE LET, for such a term of years as may be agreed upon, the ROYALTY of HODYOAD HOUSE ESTATE, in the parish of LAMPLUGH, near COCKERMOUTH, CUMBERLAND. The estate is within a ring fence, and embraces an area of 70 A. 1 R. 1 P., be the same more or less. One end contains limestone and whirlestone, and the other end red sandstone. Iron ore is visible in two or three different places, with more red rock in view than can be found in any other locality in the same parish, which contains a great percentage of iron, and the estate is but one computed mile from the railway station at Ullock, on the Cleator and Maron Valley Extension, which, it was stated at the last half-yearly meeting, would be opened and ready for traffic in August. The advertiser, Mr. John Bowman, will be glad to show the above royalty to any enterprising person or persons who may wish to take or rent the same, and from him further particulars may be known.—Hodyoad House, near Cockermouth.

FOR SALE, a PAIR of EXCELLENT WROUGHT IRON THREE SHIEVED BLOCKS, 12 inches diameter of shieve, and equal to take 2⅛ in. rope. The blocks are new, have only been used once or twice, and are fit to lift 12 tons and upwards.—They can be seen on application in writing to "No. 12 Box," Post-office, Whitehaven, and will be sold delivered to rail or ship.

THE NORWEGIAN CHARCOAL IRON COMPANY (LIMITED).—The Directors REQUIRE IMMEDIATELY a MANAGER for their MINES and IRONWORKS, near Eidsfos and Kongsberg, in Norway. He must be fully competent to undertake the direction of the mining operations, the manufacture of iron, and the general superintendence of the company's mines, works, and general business. Applications for this appointment to be made to GEORGE BERKLEY, Esq., 20, Great George-street, Westminster, London; or to the Secretary, at the offices of the company, 2, New Broad-street, City, London.

WANTED, by the advertiser, a SITUATION as ASSAYER of COPPER, TIN, LEAD, or SILVER ORE. Accustomed to practical mining in all its branches, or mining accounts. Would prefer going abroad. Parties would save time and trouble by stating salary given, &c. References on application, as usual.—Address, "J. W.," MINING JOURNAL office, 26, Fleet-street, London, E.C.

TO SLATE QUARRY PROPRIETORS.—WANTED, by a man who has been working in different slate quarries in Merionethshire, Carnarvonshire, and Ireland for 47 years, a SITUATION as an AGENT. He thoroughly understands the slate veins, and how to work them on the most economical plan.—Apply to "W. F. T.," Post-office, Tanygrisiau, Festiniog, North Wales.

TO CAPITALISTS.—WANTED, a PARTNER in ONE of the MOST PROMISING COLLIERIES in NORTH WALES. The royalty is about 500 acres, and is already proved to contain four valuable seams of coals, adapted both for house and steam purposes, and the returns on the capital invested will be at least 50 per cent. annually. The capital is required for the full development of the concern, and if preferred the incoming partner may have the entire management, financially and otherwise.—Address, "W. 15," Post-office, Liverpool.

TO CAPITALISTS.—TO BE LET, a FIRST-RATE SLATE QUARRY in WALES, the slates in which have been proved by eminent quarrymen to contain the four points so essential in slate quarries, viz.:—splitting, planing, cross-cutting, and enamelling. The sett contains about 400 acres of land, at a very low royalty, and is within 2⅛ miles of a railway station, to which there is a gradual incline for a tramway through the same property.—Application to be made direct to Mr. J. G. WILLIAMS, land agent, Bow-street, via Shrewsbury.—April 24, 1865.

MONEY.—£100,000 to be LAID OUT upon REAL ESTATES in ENGLAND and WALES, but not in Scotland, Ireland, or Jersey, in different sums to suit the convenience of the borrowers. Noblemen, gentlemen, and others wishing to remove their mortgages, will have every facility offered them in accomplishing their object, with the strictest secrecy. Clergymen, officers, tradesmen, farmers, and others, can have advances upon personal security, by applying to Messrs. DARVALL, surveyors, 14, High-street, Woolwich, Kent.

FOR SALE, the RIGHT to the PATENT of a VALUABLE IMPROVEMENT in VALVES and BUCKETS for PUMPS, and in VALVES or COCKS for OTHER USES.—For particulars, apply to Mr. W. T. RAWLE, patent and mining agent, 39, Budge-street, Bristol.

RICH MINERAL INVESTMENTS TO LET.—1. The BRITISH COPPER COMPANY'S SETTS of the ERINS MINES, as advertised by Mr. Allison, which they were unable to lease. These mines are all proved to be the richest copper ores in Scotland.—2. A SETT of RICH WOLFRAM, LEAD, and ZINC ORES. These ores are now proven to yield £18 to £22 a ton. Two veins are 2⅛ ft. wide, and a rich cross-course cuts the whole lode. Also, close by a LODE of MAGNETIC IRON.—3. The CHAMPION LODE of LEAD ORE, 7 to 9 ft. wide, overlaid by blue flookan and fine blue sulphur ore, by assay 34 per cent. Also, RICH DEPOSITS of HEMATITES, 50 to 60 per cent.; and CHALYBITE or SPATHOSE ORE, 34 per cent. Also, MAGNETIC IRON ORE, in veins 40 ft. wide. These minerals are all open to inspection, and will be let on leases of 15 to 30 years, on most reasonable terms.—Apply to W. FORLONG, Esq., Lochfyne; or to R. MIDDLETON, Esq., MINING JOURNAL office, 26, Fleet-street, London, E.C.

MESSRS. BREWIS AND LYNCH (Mr. Edward Brewis, Member of the Mining Exchange), 3, CROWN COURT, OLD BROAD STREET, LONDON, E.C., and 73, CLAYTON STREET, NEWCASTLE-ON-TYNE, SHAREBROKERS.

CHIVERTON (Lead).—These shares should be at once bought.
BOTTLE HILL (Tin).—These shares should be at once bought, to pay dividends.
CASHWELL (Lead).—These shares should be at once bought, to pay dividends.
Country speculators can now make large profits by operating in the above.

ROBERT LIBBY AND SON, MINE SHAREDEALERS, &c., CAMBORNE, CORNWALL,

Can at once recommend the following mines for good and sound investment, and will ere long have a great rise:—

Wheal Curtis.	Basset and Grylls.	Cook's Kitchen.
East Lovell.	South Crofty.	Tolvadden.
East Carn Brea.	Crane.	Trencrom.
Clifford Amalgamated.	Rosewarne United.	North Dolcoath.

N.B.—Parties wishing information as to either one of the above mines can obtain it by applying to R. LIBBY and SON.

THE SOUTH CORNWALL MINING COMPANY (LIMITED).

Capital £100,000, in 10,000 shares of £10 each. First issue, 6000 shares.
Deposit on application, £1 per share; payment on allotment, £1 10s. per share.
Calls not to exceed £1 per share, at intervals of not less than two months.
It is not intended to call up more than £7 10s. per share.
Incorporated under the Companies Act, 1862.

DIRECTORS.

Sir THOMAS PARKYNS, Bart., 9, Gloucester-square, Hyde-park.
Sir ARTHUR RUMBOLD, Bart., St. James's Club.
Sir EDWIN PEARSON, Director of the Scottish Australian Investment Company.
W. WEST, Esq. banker, St. Austell (Messrs. Willyams, Treffry, West, and Co.).
E. J. PEARSON, Esq., Wimbledon, Surrey.

BANKERS—Metropolitan and Provincial Bank, Cornhill, London.
Messrs. Willyams, Treffry, West, and Co., St. Austell.
SOLICITORS—Messrs. Hancock, Sharp, and Hales, Birchin-lane.
AUDITOR—S. Lowell Price, Esq., 5, Gresham-street.
SECRETARY—Mr. W. H. Jordan.
TEMPORARY OFFICES,—9D, NEW BROAD STREET, LONDON.

PROSPECTUS.

The important property for the working of which this company has been formed is situate in the parish of Tywardreath, between the Par Consols and Fowey Consols, two of the most important mines in Cornwall, from which upwards of £3,000,000 have been already returned.

The sett extends nearly a mile in length, and is more than half a mile in width, containing twelve parallel and highly mineralised lodes, two of which have produced, from very limited operations, a large quantity of copper ore, of rich quality.

The past operations were carried on by a single adventurer, the late J. T. Treffry, Esq., and, although the workings were directed somewhat to the west of that which is generally considered the most productive part of the mineral-bearing strata, yet the produce even there showed that very profitable results may be anticipated by a proper development of the mine. The insufficiency of the engine-power, and the death of the late proprietor, were the sole causes of the suspension of the works; and all the parties connected with the late Mr. Treffry bear testimony that he entertained so high an opinion of the mine that he fully intended to have reserved the whole of it to himself, and to have thoroughly developed it at his own expense.

The amount required for the perfect development of the property and the purchase of the leases, including the erection of two pumping-engines, one of 300-horse power; two large winding-engines, with sufficient boiler-power to each; steam capstan; and other necessary machinery, is estimated at £45,000; but returns will be made so soon as the machinery is erected on the shaft, already down to the 70 fathom level, and the mine is cleared out, with the prospect of a rapid increase in the produce as the various levels and lodes are opened.

An adit or water level has been driven so as to intersect the lodes, which are of the same character and are parallel to those worked at the Par Consols and Fowey Consols, and the productive strata can also be readily traced to several of the most profitable mines ever worked in the county.

There is a large stream of water at the surface, which will be used to great advantage for various purposes, effecting a considerable saving in the expenditure for all surface operations.

Leases for twenty-one years have been secured on very advantageous terms, and the dues range from 1-18th to 1-16th of the produce, with a small minimum rental, which will merge in the dues as soon as they become payable.

A number of practical miners living in the immediate vicinity of the property, and working in the adjoining mines, have made application for 250 shares, representing the sum of £2500, and a considerable amount of capital has been promised by inhabitants of the locality. These facts forcibly prove that the mine, in the opinion of those qualified to judge, is one of more than ordinary value.

The directors have determined not to call up more than £7 10s. per share, leaving £15,000 reserve on the first issue, as an ample guarantee for all engagements that may be entered into by the company.

Prospectuses and forms of application for shares may be obtained of the bankers, brokers, solicitors, or of the secretary, at the temporary offices of the company.

Applications for shares must be made in the usual form, accompanied by a deposit of £1 per share. If no allotment be made, the deposit will be returned in full; and if a less number be allotted than is applied for the surplus will be applied towards payment on allotment.

Just published; size 4 ft. 6 in. by 3 ft., scale 16 chains to an inch; published price, 21s.; mounted on rollers, or in case, 26s.

A PHYSICAL AND GEOLOGICAL MAP OF THE MINERA LEAD MINES, with the BRYMBO and RUABON COAL FIELD. By BRENTON SYMONS, Mining Engineer, &c.

Copies may be procured at the offices of the author, 18, Hatton-garden, E.C., or 38, Pydar-street, Truro; of GEORGE DARLINGTON, Esq., Wrexham; and at the office of the MINING JOURNAL, 26, Fleet-street, London.

Now in the press,

STATISTICS OF THE MINES OF CORNWALL AND DEVON, WITH OBSERVATIONS UPON THEM.
By THOMAS SPARGO, Stock, Share, and Mining Broker, Gresham House, Old Broad-street, London, E.C.

I beg to inform the mining interest that my work, under the above title, for 1865, will be published early in the ensuing month, and will contain the following particulars, viz.: The geological position, present prospects, names of purser, manager, and secretary, with statement of the annual returns of each mine during the last ten years, and of total dividends paid to the present time.

The work will be illustrated by a Map of Cornwall and Devonshire; Geological District Maps, divided into eight sections, in which will be shown the boundary lines of each parish, height of hills, sources of rivers, &c.; Maps of the St. Just, St. Ives, Marazion, Helston, Gwinear, Chiverton, Bodmin, Liskeard, Devon Great Consols, Ashburton, and Exmouth mining districts, showing boundary lines of each property, with the lodes, &c., traversing them. It will also contain Transverse and Longitudinal Sections of Dolcoath Mine (kindly supplied by Capt. Charles Thomas); Section of the Workings in Botallack Mine (supplied by the manager, S. H. James, Esq.); Geological Map of the Fowey Consols District (supplied by Major Davis, R.M.); Historical Account of the Devon Great Consols (supplied by the secretary, A. Allen, Esq.); and of all the principal mines in the two counties.

THE HIRWAIN COAL AND IRON COMPANY (LIMITED).

Incorporated, with limited liability, under the Companies Act, 1862.
Capital £100,000, in 5000 shares of £20 each.
Deposit, £1 per share on application, and £1 further on allotment.
Subsequent calls, £1 per share, at intervals of not less than two months.
It is estimated that not more than £10 per share will be called up.

DIRECTORS.
HANDEL COSSHAM, Esq., colliery proprietor, Bristol.
WILLIAM H. WILLIAMS, Esq., colliery proprietor, Cardiff and Bristol.
THOMAS CALLENDER HINDE, Esq., ironmaster, Hirwain.
JOSEPH WETHERED, Esq., colliery proprietor, Bristol.
GEORGE BULLOCK MURLY, Esq., solicitor, Langport.
ROBERT WHITHAM, Esq., merchant, Cannon-street, Manchester.
THOMAS BRIGGS, Esq., merchant, Cannon-street, Manchester.

BANKERS—Stuckey's Banking Company, Bristol.
The Consolidated Bank (Limited), London and Manchester.
AUDITORS—Charles Julius Ryland, Esq., Exchange Bristol.
Messrs. Broome, Child, Murray, and Co., King-street, Manchester.
BROKERS—The Members of the Bristol Stock Exchange, Bristol.
Messrs. Sidney Cooper and Co., 31, Threadneedle-street, London.
SECRETARY—Mr. Thomas Lloyd Davies, Hirwain.

REGISTERED OFFICE,—HIRWAIN, NEAR ABERDARE.

This company has been formed for the purpose of leasing and purchasing the extensive and very valuable mineral estates of Hirwain Common and Rhygos, comprising upwards of 5000 acres of coal, ironstone, fire-clay, alluvial clay, sand, and building stone, together with the blast furnaces, rolling mills, forges, fire-brick works, collieries, plant, &c., known as the Hirwain Ironworks.

These properties, which are held for several terms of years, of which upwards of 58 years are in each case unexpired, have been purchased for £18,000, payable over a period of twelve months, including the machinery, plant, shafts, and other permanent works, performed up to the 25th of March last. The rents and royalties are moderate, and lower than those of the adjacent works.

The ironworks comprise four massive stone-built blast-furnaces, and all appliances, equal to the production of 150 tons of pig-iron each per week; forge and rolling mills, equal to the production of 200 tons of puddled bars weekly, or an equivalent proportion of finished merchant iron; fire-brick works, capable of producing 20,000 bricks weekly; coke ovens; iron foundry; ranges of blacksmiths' shops, fitting shops, &c.; resident manager's house, and a large number of workmen's cottages.

The mineral property embraces an area of 5019 acres 2 roods 18 perches—all in a ring-fence, and held under one lease. The section of the coal is as follows:—

	ft.	in.
1.—Graig Vein	3	0
2.—Gorthllwyn	3	6
3.—Two-feet Nine-inch Coal	2	6
4.—Driver Vein	2	6
5.—Upper Four-feet Vein	3	6
6.—Upper Yard Coal	3	0
7.—Six-feet Vein	4	6
8.—Lower Yard Coal	3	9
9.—Nine-feet Vein	8	0
10.—Rocky Vein	3	6
11.—Lower Four-feet Vein	3	7
12.—Gadlys	4	5
Giving an aggregate thickness of	45 ft.	9 in.

containing, by careful computation, at a moderate depth, upwards of one hundred millions of tons of workable coal—equal to 1000 tons a day for upwards of 300 years. The section, as will be seen, embraces all the celebrated steam coals of the Aberdare district.

A very large portion of the property is unwatered by drainage levels, and the ground has been proved to lie very regularly with the various seams in their usual order. The coal is absolutely smokeless, contains the highest proportion of fixed carbon (on which the economic or heating value depends) of any steam coal known, and is admirably adapted for locomotive purposes, as well as for stationary engines and ocean steamers.

The clay ironstone of the Welsh coal basin underlie the coals throughout the whole extent of the tract, and are remarkable for their excellence, the iron smelted from them being similar in quality to the famous Blaenavon and Pontypool brands.

The property contains inexhaustible beds of the finest fire-clay, fire-stone, and building stone; and an unlimited supply of limestone for flux in the blast furnaces is obtainable from quarries leased to this company, at the unusually low cost of 1s. 2d. per ton, delivered at the works.

The present openings have intersected at various points nearly the whole of the seams of coal and ironstone; and it is estimated that, by an additional outlay of about £15,000, the "get" or "output" of coal will within twelve months be 1000 tons a day, which may afterwards be still further largely increased.

The development of this very valuable property has been hitherto delayed by the want of adequate railway facilities; but recent extensions have supplied this defect, and the railway communications now open, or approaching completion, are everything that can be desired. The Vale of Neath Railway, which has both broad and narrow gauge laid down, intersects the property, and is connected with the furnaces and the private railways of this company, by convenient sidings and junctions; and as both the Great Western and London and North Western Companies exercise running powers over the Vale of Neath line, through routes and through rates are afforded to all parts of their respective systems. The Taff Vale Railway Company are also pushing on their Dare Valley Line, which will extend up to the Goitre Hirwain Pit, on this property. Direct railway communication will thus be afforded to the four channel ports—Briton Ferry, Swansea, Cardiff, and Newport—while the rates to Birkenhead have been recently reduced to 7s. 2d. per ton, and to London, including City dues, to 9s. per ton. These facilities cannot fail to extend the already large and rapidly-increasing demand for this coal in the London and Liverpool markets, and it is believed that the very remunerative profits which have hitherto been realised will be more than sustained in the future, as the area of the smokeless steam coal of the Aberdare district is of limited extent.

The directors, who are gentlemen familiar with mining and colliery operations, have carefully examined the property, and they have fully satisfied themselves of its great value, the vastness of its mineral resources, and its powers of production. The geological and mining conditions are highly favourable to economical working. These advantages, combined with the facilities of railway transit, and the small additional outlay required to develope the property, lead the directors to the confident expectation of immediately accruing revenue for dividend, and they have subscribed for £40,000 of the total amount of capital, free from any preferential or guaranteed dividend, leaving £60,000 for general allotment.

No promotion money will be paid, and the expenses will be confined to the necessary payments.

If no allotment is made, the deposit money will be returned in full.

Plans, schedules, sections, and reports on the value and capabilities of the property may be seen at the offices of the company, at Hirwain; or at the offices of Messrs. W. H. WILLIAMS and Co., Exchange, Bristol; and of Mr. ELLIS LEVER, Marsden-square, Manchester; of whom copies of the Memorandum and Articles of Association, prospectuses, and forms of application may be obtained.

Prospectuses and forms of application may be obtained also of either of the directors, bankers, auditors, or brokers. Copies of the leases may also be seen at the offices of Messrs. W. H. WILLIAMS and Co., at Bristol; or at the offices of G. B. MURLY, Esq., or H. E. MURLY, Esq., solicitors, Bristol.

Hirwain, near Aberdare, May 1, 1865.

No. .... FORM OF APPLICATION FOR ALLOTMENT OF SHARES.
To the Directors of the Hirwain Coal and Iron Company (Limited).

GENTLEMEN,—Having paid a deposit of £1 per share, I beg to apply for shares of £20 each, in the Hirwain Coal and Iron Company (Limited), and I hereby agree to become a shareholder in that company, subject to its rules and regulations, and to accept such shares, or any less number that may be allotted to me.

Name in full..............................
Address in full..............................
Date.......................... Profession or occupation..............................

THE HIRWAIN COAL AND IRON COMPANY (LIMITED).

Notice is hereby given, that NO APPLICATIONS FOR SHARES will be RECEIVED AFTER FRIDAY, the 19th inst. By order of the Board,
May 10, 1865. T. L. DAVIES, Sec.

MANCHESTER, AND WEST END OF LONDON.

MR. W. HANNAM, MINING, SLATE QUARRYING, INSURANCE, AND GENERAL SHAREBROKER,

ROYAL INSURANCE BUILDINGS, KING STREET, MANCHESTER; and 31, REGENT STREET, LONDON, S.W.
INSTANTANEOUS COMMUNICATION with the STOCK and MINING EXCHANGES, avoiding the delay and annoyance of visiting the City to ascertain prices.
A Monthly Investment Circular on application.

MINING OFFICES, MANCHESTER.

THOMAS MOLYNEUX AND CO., MINE AGENTS,

SHAREBROKERS, AND GENERAL COMMISSION AGENTS. Reliable information can be obtained as to purchase and sale of shares.

Office of the Hazel Grove Silver-Lead Mining Company (Limited), Flintshire. Prospectuses, reports, &c., of this valuable property may be had on application to No. 28 Princess-street, Manchester.

NORTH OF ENGLAND MINING AND ENGINEERING OFFICES, MANCHESTER.

MESSRS. HARVEY AND CO., MINING ENGINEERS,

AGENTS, AND SHAREDEALERS, CLARENCE CHAMBERS, MANCHESTER, are at all times in a position to deal in all the market Dividend and Progressive Mine shares, and also to advise on all mining matters, being practically acquainted with the business, and having a daily communication from the mining districts of Devon and Cornwall.

Messrs. HARVEY and Co. publish a monthly "Mining Circular," containing a valuable summary of mining information. Forwarded gratis on application.

The Circular for February will contain special reports on South Wheal Basset, East Wheal Basset, and East Carn Brea.

Bankers: The Consolidated, Manchester; and the Alliance, Lothbury, London.

CAPT. C. WILLIAMS, TYN-Y-WERN, TALIESIN,

via SHREWSBURY, has had upwards of 20 years' practical experience in mining, during which time he had the entire management of several English and Welsh mines. Residing in the centre of the CARDIGANSHIRE MINING DISTRICT, and in close proximity to those of MERIONETHSHIRE and MONTGOMERYSHIRE, he OFFERS HIS SERVICES to SURVEY and REPORT UPON ANY MINE.

CAPT. CHARLES WILLIAMS is at all times in a POSITION

to FURNISH CAPITALISTS with RELIABLE INFORMATION respecting MINING in NORTH and SOUTH WALES, in which they should embark or avoid. C. WILLIAMS has prepared a list of most of the mines that are likely to pay, and can name two or three that will turn out a great prize.

Tyn-y-Wern, Taliesin, via Shrewsbury, April 18, 1865.

GOVERNMENT SECURITIES, JOINT-STOCK BANKS,

RAILWAY DEBENTURES AND BONDS, COLONIAL SECURITIES, FOREIGN BONDS, AND BRITISH MINES.—Messrs. TREDINNICK AND CO., of 78, LOMBARD STREET, LONDON, E.C., may be consulted confidentially as to the eligibility of all *bonâ fide* investments. A selected list forwarded on application.

NICHOLLS, WILLIAMS, AND CO., ENGINEERS,

BEDFORD IRONWORKS, TAVISTOCK.

MANUFACTURERS of STEAM ENGINES of EVERY DESCRIPTION, made on the BEST and NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS of EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS of ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK of EVERY DESCRIPTION.

ALL ORDERS FOR ABROAD RECEIVE their BEST ATTENTION. NICHOLLS, WILLIAMS, and Co. have had 20 years' experience in supplying machinery to foreign mines, and selecting experienced workmen to erect the same, where required.

Messrs. NICHOLLS, WILLIAMS, and Co. have always a LARGE STOCK of SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

PATENT FLEXIBLE TUBING,

AND BRATTICE CLOTH FOR MINES,
MANUFACTURED BY
ELLIS LEVER,
PATENTEE,
WEST GORTON WORKS, MANCHESTER.

TAVISTOCK IRONWORKS AND STEEL ORDNANCE COMPANY (LIMITED).

(LATE GILL AND CO.)
ENGINEERS, IRON AND BRASS FOUNDERS,
MANUFACTURERS OF
STEAM ENGINES, BOILERS, AND MACHINERY OF ALL KINDS.
CHAINS SHOVELS, EDGE TOOLS, AND EVERY DESCRIPTION OF CAST AND HAMMERED IRON FOR MINING, MANUFACTURING, RAILWAY, OR AGRICULTURAL PURPOSES.
Machinery sent to all parts of the world.
Foreign mining companies supplied on liberal terms.

RAILWAY CARRIAGE COMPANY (LIMITED),

ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.
Passenger carriages and wagons built, either for cash or for payment over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER.

THE BEVERLEY IRON AND WAGON COMPANY (LIMITED).

MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, WROUGHT and CAST IRON CARRIAGE and WAGON WHEELS, AXLES, HAMMERED USES, and HEAVY SMITHS' WORK for ENGINEERS, &c. BRASS and IRON FOUNDERS. MAKERS of PORTABLE FARM RAILWAYS, TURNTABLES, CROSSINGS, SWITCHES, &c. AGRICULTURAL MACHINISTS. MANUFACTURERS of FIELD, ROAD, and BARN IMPLEMENTS, PATENT LORRY, CART, and CARRIAGE WHEELS, with WOOD or IRON NAVES. REAPING MACHINES, CLOD CRUSHERS, CORN MILLS, &c. SAW MILL PROPRIETORS. GENERAL TIMBER CONVERTERS for HOME and FOREIGN RAILWAYS, STATIONS, BARRACKS, EXHIBITIONS, &c.

IRONWORKS, BEVERLEY, YORKSHIRE.
JAMES DEWHIRST, Sec.

THE BIRMINGHAM WAGON COMPANY (LIMITED)

MANUFACTURE RAILWAY WAGONS of EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.

EDMUND FOWLER, Sec.
OFFICES,—3, NEWHALL STREET, BIRMINGHAM.

First Class Silver Medal, Royal Polytechnic Society, Falmouth, 1864.

CREASE'S PNEUMATIC TUNNELLING ENGINE,

for SUPERSEDING the SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and to sink shafts at the rate of 2 fms. in three days.

Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.

Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE Tavistock, Devon.

CHARLES DAVEY AND CO.,

SAFETY FUSE MANUFACTURERS,
ST. HELEN'S JUNCTION, LANCASHIRE.

THE WEST TRELAWNY MINING COMPANY (LIMITED).

Registered under the Companies Act, 1862.
Capital, £30,000, in 10,000 shares of £3 each; 10s. to be paid on application, and 10s. on allotment. Subsequent calls not to exceed 5s. per share.

MANAGING DIRECTOR.
Campbell M. Thomas, Esq., C.E. (of C. and C. Thomas, Redruth, Cornwall).
SECRETARY—Mr. Charles Gibson.
BANKERS—Manchester and County Bank, Manchester.
INSPECTING AGENT—Capt. Elisha Harvey, Marazion, Cornwall.
AUDITORS.
Richards Roberts, Esq. (late manager of the National Provincial Bank), Blandford.
Messrs. Vaughan and Sprigg, accountants, Manchester.
FINANCIAL AGENTS—Messrs. Harvey and Co., Clarence Chambers, Manchester.
REGISTERED OFFICES.
ALDINE CHAMBERS, PRINCESS STREET, MANCHESTER.

PROSPECTUS.

This valuable mine is situated in the parish of Gwennap, Cornwall, on the northern declivity of Carn Marth Hill, a sister and adjoining hill to Carn Brea, on the northern side of which the celebrated Carn Brea Mines are situate, in one of the first mining districts in Cornwall, in a stratification productive of the greatest courses of ore in that celebrated county, in confirmation of which it is only necessary to quote the following statistics:—Carn Brea, Tincroft, Cook's Kitchen, and Dolcoath have returned upwards of £900,000 profits; Wheal Buller and Basset, Great South Tolgus, East Pool, Crofty, and South Roskear, £350,000; South Tolgus, North Pool, North Roskear, Seton, and West Seton Mines, £500,000. These mines are situate to the west. To the east are the Gwennap Mines, one of which (the United Mines) returned £2,000,000; Wheal Jewel, £150,000; Poldice, £200,000; Wheal Clifford, celebrated for its hot lode and riches, and other productive mines. To the south, is Tresavean, which returned £454,422; Penstruthal, £130,000 in dividends. To the north, are North Downs, Wheal Rose, Harmony, Montague, and the Tolguses, which returned £250,000.

The lodes of many of these extraordinary mines traverse West Trelawny. The successful development of this property is, therefore, a matter of apparent certainty from its analogy to its rich neighbours, it being merely a matter of sinking to the depth at which the riches in the other mines have been found to exist. The lodes have already been opened on superficially, and their general character, size, bearing, and appearance destroy any uncertainty as to this expectation. One lode in particular, which is from 4 to 5 feet wide, is of a most splendid character, containing large quantities of gossan, which experience has proved to be a reliable indication of rich deposits in depth.

With such a situation as this mine possesses, being literally surrounded by mines of renowned wealth, it will be at once seen that the prospects of this company are free of the ordinary risk of mining enterprise; and its further development appears to be certain of similar discoveries, and of consequent profit to shareholders. It is in a state of infancy with regard to depth, being only 50 fms. from surface. This level can be continued eastward on the course of two lodes in virgin ground, which will also give a high range of backs, without the aid of machinery, to the depth of 70 fms. Two shafts are in good repair and available, and the operations can be carried on at a trifling expense. It is proposed to effectually develope the mine by sinking a shaft in the middle of the sett, which will command the junction of two lodes; and as junctions of lodes are of the first importance in mining, leading to ores in vast quantities, the greatest expectation, according to universal experience, may be safely relied upon.

The natural advantages of the property are highly favourable to inexpensive exploration, the water being drained to a great extent by surrounding mines, thus preventing the necessity of heavy and costly machinery.

The property has been inspected by the following eminent practical men, whose opinions are unanimous as to the great value of the property, and its certain prospect of becoming a most lucrative undertaking:—Capt. Pope, manager of Wheal Basset; Capt. H. James, inspecting agent for Messrs. Webb, Geach, and Pennington; Capt. Edwards, late manager of Wheal Kitty (St. Agnes); Capt. Webb, manager of the Cathedral Mine; Capt. Glasson, manager of the Clijah and Wentworth Mines.

Subjoined are extracts from their reports. Detailed copies may be had on application.

EXTRCTS REFERRED TO.

I have every reason to think that this property, if properly explored, will make a profitable and lasting mine. I recommend it with confidence to any gentlemen inclined to speculate in mining. Captain POPE.

Taking into consideration the number of lodes running through the property, and the surrounding mines having yielded such riches, I believe it to be a really good speculation, which on development will be found to richly remunerate the shareholders.
Captain HENRY JAMES.

I consider this property well worthy the attention of capitalists, as in all probability it will only require a moderate capital to bring it into a profitable state of working.
Captain EDWARDS.

In conclusion, I can most safely recommend the mine as an investment free from the ordinary risks of mining, and I am firmly convinced that whosoever works West Trelawny will be most amply rewarded for their outlay. Captain J. WEBB.

After carefully regarding the surface of this property, with its character in the adit 50 fms. deep, I consider it a mining property of more than ordinary merit, the development of which I feel confident will prove a great success. Captain GLASSON.

March 13, 1865.—A careful inspection of this mine, both underground and at surface, enables me to pronounce it to be a most splendid property. Having regard to its situation, being completely surrounded by the richest mines of our famous county, and to its own mineralogical features, the lodes being of the same character precisely as its neighbours, I see no chance of its failing to become equally valuable. It will to me be strange and unaccountable if the mine does not prove exceedingly rich. If my judgment prove wrong, I shall consider my thirty years' experience of no avail in forming a conclusion. ELISHA HARVEY.

Applications for shares must be addressed to Messrs. HARVEY and Co, the financial agents to the company, Clarence Chambers, Manchester.

MR. BRENTON SYMONS INSPECTS and REPORTS on

ANY MINERAL PROPERTY. In all cases where procurable a plan will accompany his report,—18, Hatton-garden, E.C.

CLAYTON, SHUTTLEWORTH, AND CO., ENGINEERS,

MANUFACTURERS of PORTABLE and FIXED STEAM ENGINES, MACHINERY for PUMPING, HOISTING, GRINDING, SAWING, &c., ENGINES for STEAM CULTIVATION, SELF MOVING ENGINES for COMMON ROADS and AGRICULTURAL PURPOSES GENERALLY.

STAMP END WORKS, LINCOLN; and 78, LOMBARD STREET, LONDON.
ALSO AT
LOWENGASSE No. 44, LANDSTRASTE, VIENNA, and GEGENUBER DEM BAHNHOF, PESTH.
Descriptive, illustrated, and priced catalogues free per post.
SPECIAL DRAWINGS WHEN REQUIRED.
THE BEST STEAM THRASHING MACHINERY MADE.

LOCOMOTIVE, PORTABLE, and FIXED HORIZONTAL

STEAM ENGINES, all sizes up to 24 in. cylinder, PUMPING and WINDING GEAR, MORTAR MILLS, SAW BENCHES, PORTABLE CRANES, &c., FOR SALE or HIRE.

ISAAC W. BOULTON, ASHTON-UNDER-LYNE.

BLASTING.

AS NOW ADAPTED BY LENK'S PROCESS

GUNCOTTON

IS THE CHEAPEST AND SAFEST EXPLOSIVE, AND FREE FROM SMOKE.
Prices and directions for use on application to the Manufacturers,
THOMAS PRENTICE AND CO.,
STOWMARKET, SUFFOLK.

DAVY LAMP OIL, £35 PER TON

(Lamp once filled burns for 14 hours, and one wick lasts two months).
MINERS' DIP LAMP OIL, £30 PER TON
(For the Metal Dip Candle Lamp).
TALLOWS, OILS, and TRAM-WAGON GREASES of all kinds.
ALEXANDER S. MACRAE, OIL MERCHANT, &c., LIVERPOOL.

SWANSEA COPPER ORE WHARVES,

TO IMPORTERS OF FOREIGN COPPER, LEAD, AND CALAMINE ORE.

Swansea, July 1, 1864.

GENTLEMEN,—We beg to inform you that, in consequence of the retirement of Messrs. W. and J. M. Williams from the copper ore trade, which they have carried on here for so many years past, we have resolved to enter upon that business, and for which purpose we have secured most eligible wharves, on the west side of the North Float, where vessels drawing 20 ft. of water can get alongside at all times. These wharves are now covered in, the floors being made of concrete to prevent waste of the ore. A powerful steam crusher has lately been erected on the premises, and is now in working order.

The business we purpose carrying on is that of COPPER ORE WHARFINGERS, combined with metal and other general agencies, which will be managed by our Mr. Thomas Elford, who for 20 years has filled an important situation under Messrs. Williams, Foster, and Co., and for the last eight years has had the entire management of their large copper smelting works, and copper and metal rolling mills, in this locality, as well as the copper ore business of Messrs. W. and J. M. Williams, which we trust will be a sufficient guarantee to our friends that any business they may entrust to our care will be conducted with the most scrupulous attention to secure the best results for their interests.

In consequence of the large number of very extensive Copper smelting works concentrated in this immediate locality, this market affords greater competition for ore than perhaps any other in the world, there being now no less than sixteen distinct Companies competing for ores sold at the public ticketing, every two or three weeks. There is also a good demand for lead and zinc, or calamine ores, several large lead and spelter works having been established in this district for some time past, and new ones are in course of erection.

Soliciting a share of your consignments of ore, regulus, and slab copper to this port as well as a share of any general business you may have to transact in this quarter,

We remain, Gentlemen, your obedient servants,
ELFORD, WILLIAMS, AND CO.

REFERENCES:—Messrs. Williams, Foster, and Co., London and Liverpool; Messrs Williams, Harvey, and Co., London and Liverpool; the Glamorganshire Banking Company, Swansea; Messrs. Alex. Bell and Sons, No. 8, Finch-lane, London; Mons. Armand de Lacombe, Madrid.

PATENT CONCRETE STONE

(RANSOME'S PATENT),

Which for STRENGTH, DURABILITY, CHEAPNESS, SHARPNESS of OUTLINE, BEAUTY of APPEARANCE, and above all for its PERFECT RESEMBLANCE to NATURAL STONE, stands unrivalled, and being MADE WITHOUT BURNING is free from all liability to shrinkage or distortion. It surpasses all other material in its applicability to every description of ARCHITECTURAL EMBELLISHMENTS, and especially for CAPITALS, CORNICES, WINDOW DRESSINGS, trusses, balustrades, gate piers, terminals, &c., as well as for fountains, vases, jardinets, statues, flower boxes, and edgings for garden borders; also for monuments, tombs, and all kinds of cemetery requirements.

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MANILLA RORE of SUPERIOR QUALITY, FIFTY PER CENT. STRONGER, and THIRTY PER CENT. CHEAPER than Russian hemp rope.

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Established for the purpose of effecting Purchases and Sales on Commission in every description of Public Securities, and for affording the necessary precautionary information for the safe investment of capital, &c.

A record is kept of the status and prospects of the various public companies and foreign stocks; and as this agency scrupulously declines speculative transactions upon its own account, the public have, first, the security of being protected by unbiassed information, based upon 27 years' experience in the stock and share markets; and, secondly, the guarantee that any business which this agency undertakes will be completed with the strictest fidelity.

During the past year, 1864, no less than ten new foreign loans, constituting an aggregate capital of £22,271,000, and 282 new joint-stock companies, with an authorised capital of £155,887,500, were introduced upon the London market.

Never were there times which inculcated more forcibly than the present the necessity of experience and caution prior to the investment of capital, or when reliable services, such as this agency specially renders, were more requisite.

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An important feature of this agency is, that the same uniform system of strict attention is paid to transactions of small as well as large amounts, the object being to increase its facilities for carrying out its operations to the greatest possible advantage, by embracing the business of every description of investors.

Cheques to be drawn to the order of Mr. CHARLES PETERS, secretary, and crossed "The Agra and Masterman's Bank."

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Fire capital, £1,000,000. Life capital, £100,000.
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With Home and Foreign Branches and Agencies.
CHAIRMAN—F. W. RUSSELL, Esq., M.P. (Chairman of the National Discount Company).

At the ANNUAL MEETINGS, held on the 8th of April, at Liverpool, it was stated, as the result of operations for the year 1864, that the—

Fire premiums amounted to	£108,597
Being an increase over previous year of	43,547
The losses paid and provided for amounted to	67,065
Life assurances, under 502 policies, were effected for	340,699
Producing in new premiums	9,697

W. P. CLIREHUGH, General Manager.

SPECIAL NOTICE.

CLERICAL, MEDICAL, AND GENERAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1824.

The EIGHTH BONUS will be DECLARED in JANUARY, 1867, and all with-profit policies in force on the 30th June, 1866, will participate.

Assurances effected before June 30, 1865, will participate on two premiums, and thus receive a whole year's additional share of profits over later policies.

Tables of rates, and forms of proposal, can be obtained from any of the society's agents, or of GEORGE CUTCLIFFE, Actuary and Secretary.
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ACCIDENTS TO LIFE OR LIMB, in the FIELD,

the STREETS, or at HOME, provided for by a Policy of the
RAILWAY PASSENGERS' ASSURANCE COMPANY, 64, CORNHILL, LONDON, E.C.
Compensation has been paid for 10,000 claims.
£1000 in case of Death, or £6 per week while laid up by Injury, secured by An Annual Payment of from £3 to £5 5s.
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W. J. VIAN, Sec.

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DR. SMITH, who has had twenty years' practical experience in the

treatment of Debility, Spermatorrhœa, Disorders of the Nervous System, &c., has published A GUIDE (138 pages) for Self-Cure. Sent to any address on receipt of two stamps. Dr. SMITH may be consulted personally (or by letter) in all private and confidential cases.—Address, SMITH and Co., 8, Burton-crescent, Euston-road, London W.C. Consultations daily from Eleven to Five.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid
1200	Alderley Edge (cop.), Cheshire [L.]	10 0 0	—		11 3 0	0 15 0	Dec. 1864
4000	Bedford United (copper), Tavistock†	2 6 8	—	1⅞ 2⅛	13 11 6	0 2 6	Oct. 1864
1248	Boscaswell (tin, copper), St. Just	6 15 0	—		1 5 0	0 5 0	May, 1864
280	Botallack (tin, copper), St. Just	91 5 0	—		477 15 0	3 0 0	May, 1864
1600	Brixham Hematite Iron [L. £8]	6 7 6	—		0 6 0	0 6 0	Nov. 1864
1000	Bronfloyd (lead), Cardigan [L. £15]	12 0 0	—	25	6 5 0	0 15 0	April, 1865
1200	Bryn Gwyn (lead), Mold, [L.]	9 0 0	—		—	2 10 0	Mar. 1865
916	Cargoll (silver-lead), Newlyn	15 5 7	32		10 0 0	0 15 0	Mar. 1865
1400	Carn Brea (copper, tin), Illogan	15 0 0	—		280 10 0	2 0 0	June, 1864
2880	Clifford Amalgamated (cop.), Gwen.	30 0 0	30	29 30	34 16 0	0 12 6	April, 1865
2000	Copper Miners of England	25 0 0	—		7½ per cent.		Half-yrly.
40000	Ditto ditto (stock)	100 0 0	—		1 per cent.		Half-yrly.
867	Cwm Erfin (lead) Cardiganshire [L.]	7 10 0	—		15 18 0	1 0 0	Mar. 1865
128	Cwmystwith (lead), Cardiganshire*	60 0 0	—		283 10 0	4 0 0	April, 1865
280	Derwent Mines (sil.-lead), Durham	300 0 0	—		152 0 0	5 0 0	June, 1864
1024	Devon Gt. Con. (cop.), Tavist.* [S.E.]	1 0 0	—		962 0 0	9 0 0	Mar. 1865
358	Dolcoath (copper, tin), Camborne*	128 17 6	—		791 10 0	5 0 0	April, 1865
512	East Basset (cop.), Redruth [S.E.]*	29 10 0	19	14 16	126 0 0	1 0 0	Nov. 1864
6144	East Caradon (copper), St. Cleer [S.E.]	2 14 6	14	13⅜ 13⅝	13 2 0	0 10 0	April, 1865
300	East Darren (lead), Cardiganshire*	32 0 0	—		105 10 0	2 0 0	April, 1865
128	East Pool (tin, copper), Pool, Illogan	24 5 0	—		369 10 0	4 0 0	June, 1864
5000	East Rosewarne (cop., tin), Gwinear	2 15 0	2⅛	2¼ 2⅛	0 4 6	0 2 0	Feb. 1865
2800	Foxdale (lead) Isle of Man [L.]	25 0 0	28	30	67 0 0	1 0 0	May, 1865
5000	Frank Mills (lead), Christow	3 18 6	8	7 7½	2 7 6	0 7 0	May, 1865
5100	Great Laxey (lead), Isle of Man [L.]	4 0 0	19½	19 20	2 1 0	0 10 0	Mar. 1865
5908	Great Wh. Vor (tin, cp.), Helston [S.E.]	40 0 0	31½	32 33	6 2 0	0 15 0	Mar. 1865
119	Great Work (tin), Germoe	100 0 0	—		15 0 0	5 0 0	Aug. 1864
1024	Herodsfoot (ld.), near Liskeard [S.E.]	8 10 0	—		31 10 0	1 15 0	Feb. 1865
400	Lisburne (lead), Cardiganshire, Wales*	18 15 0	—		433 10 0	3 0 0	April, 1865
2000	Maes-y-Safn (lead) [L]	20 0 0	—		1 0 0	1 0 0	Oct. 1864
9000	Marke Valley (copper), Caradon	4 10 6	5¼	5¼ 5⅛	3 0 6	0 2 6	April, 1865
3000	Minera Boundary (lead), Wrexham [L.]	1 0 0	—		0 6 0	0 2 0	Mar. 1865
1800	Minera Mining Co. [L.], (ld.), Wrexham	25 0 0	—		169 18 0	7 0 0	Feb. 1865
20000	Mining Co. of Ireland (cop., lead, coal)	7 0 0	—		19 2 10	0 16 1	Jan. 1865
40000	Mwyndy (iron ore) [L. £4] [S.E.]	2 10 0	—		0 4 0	0 2 0	April, 1864
250	Nanty Mines (lead), Montgomery	20 0 0	—		7 0 0	1 0 0	June, 1864
6000	New Birch Tor and Vitifer Cons. (tin)	1 6 6	—		0 11 0	0 1 6	Oct. 1864
5936	North Treskerby (copper), St. Agnes	1 9 0	3⅛	2⅛ 2¾	0 13 0	0 2 6	Feb. 1864
300	Parys Mines (copper), Anglesey [L.]	50 0 0	—		142 10 0	7 10 0	April, 1865
1123	Providence (tin), Uny Lelant† [S.E.]	10 6 7	32	31 33	76 5 0	1 0 0	Feb. 1865
30	Silver Rake Mining Company	280 0 0	—		—	2 10 0	Dec. 1864
512	South Caradon (cop.), St. Cleer* [S.E.]	1 5 0	—	510 520	475 10 0	8 0 0	Mar. 1865
4000	St. Day United (tin), Redruth	14 0 0	—		0 5 0	0 5 0	Mar. 1864
940	St. Ives Consols (tin), St. Ives	8 0 0	—		490 10 0	0 10 0	May, 1864
6000	Tincroft (cop. tin), Pool, Illogan [S.E.]	9 0 0	17¼	17 18	16 11 0	0 10 0	Mar. 1865
6000	West Basset (copper), Illogan [S.E.]	1 10 0	—		26 9 0	0 6 0	Mar. 1865
8000	W. Chiverton, (ld.), Perranzabuloe [S.E.]	—	62½	62½ 65	4 10 0	0 15 0	Feb. 1865
256	West Damsel (copper), Gwennap	88 10 0	—		53 10 0	1 0 0	Nov. 1864
400	W. Wh. Seton (cop.), Camborne [S.E.]*	47 10 0	182½	180 190	429 0 0	4 0 0	April, 1865
512	Wheal Basset (copper), Illogan* [S.E.]	5 2 6	100	85 90	608 0 0	1 10 0	April, 1865
1024	Wheal Friendship (copper), Devon	20 0 0	—		296 10 0	1 0 0	May, 1865
512	Wheal Jane (silver-lead), Kea	3 10 0	—		15 0 0	0 10 0	Aug. 1864
4295	Wheal Kitty (tin), St. Agnes	5 4 6	4¼	4⅛	2 6 6	0 3 0	Feb. 1865
1024	Wh. Mary Ann (ld.), Menheniot [S.E.]	8 0 0	—		59 17 6	0 10 0	Mar. 1865
100	Wheal Mary (tin), Lelant	36 2 6	—		288 5 0	4 0 0	Mar. 1864
80	Wheal Owles (tin), St. Just, Cornwall	70 0 0	—		343 3 0	5 0 0	May, 1864
396	Wheal Seton (tin, copper), Camborne	58 10 0	202½	200 205	196 15 0	5 0 0	April, 1865
1040	Wh. Trelawny (sil.-ld.), Liskeard [S.E.]	5 17 0	20½	19 20	61 10 0	0 12 6	Mar. 1865
7000	Wicklow (copper) [L.], Wicklow	2 10 0	—		15 3 0	0 6 0	May, 1865

[* Dividends paid every two months. † Dividends paid every three months.]

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid
240	Boscean (tin), St. Just	20 10 0	—		36 10 0	1 0 0	Mar. 1862
256	Condurrow (cop., tin), Camborne	76 10 0	—	60 70	85 0 0	2 0 0	June, 1857
2450	Cook's Kitchen (copper), Illogan	18 5 9	10	9¾ 10¼	1 7 0	0 7 0	May, 1862
1024	Copper Hill (copper), Redruth	12 0 0	—	10 15	2 7 6	—	Sept. 1862
1055	Craddock Moor (copper), St. Cleer	8 0 0	—		7 12 0	0 4 0	July, 1862
4076	Devon and Cornwall (cop.), Tavistock	6 6 3	—		0 10 0	0 2 6	Feb. 1859
12800	Drake Walls (tin, copper), Calstock	2 1 0	—	¾ ⅞	0 18 0	0 1 6	May, 1863
3000	Dyfngwm (lead), Wales	12 6 6	—		0 17 6	0 2 6	Jan. 1863
1906	East Wheal Lovell (tin), Wendron	3 9 0	13¾	14 14¼	1 10 0	0 16 0	May, 1864
940	Fowey Consols (copper), Tywardreath	4 7 6	—		41 9 3	0 2 6	June, 1860
6000	Great South Tolgus (copper), Redruth	0 14 6	2	2 2¼	7 18 6	0 5 0	Dec. 1861
10240	Gunnislake (Clitters' Adit) (copper)	0 2 0	—		0 3 0	0 1 6	Mar. 1862
160	Levant (copper, tin), St. Just	2 10 0	—		1091 0 0	5 0 0	May, 1860
640	Mount Pleasant (lead), Mold	4 0 0	—		18 18 1	0 7 6	Aug. 1862
5000	Orsedd (lead), Flintshire	0 0 8	—		0 10 4	0 0 8	Mar. 1862
6400	Par Consols (cop.), St. Blazey [S.E.]	1 2 6	—		36 19 0	0 2 6	Mar. 1863
1772	Polberro (tin), St. Agnes	15 0 0	—		7 19 6	0 10 0	Nov. 1863
512	Polbreen (tin), St. Agnes	8 0 0	—		1 0 0	1 0 0	July, 1863
6000	Rosewall Hill and Ransom United	3 1 0	—		0 10 0	0 1 6	June, 1863
512	South Tolgus (cop.), Redruth	8 0 0	18	16 18	74 10 0	1 0 0	May, 1863
496	S. Wh. Frances (cop.), Illogan [S.E.]	18 18 9	20	18 20	370 13 6	1 0 0	Nov. 1863
280	Spearne Moor (tin, copper), St. Just	32 17 9	—		9 15 0	1 0 0	June, 1862
572	Trelyon Consols (tin), St. Ives	14 10 0	—		7 0 0	0 10 0	Sept. 1860
1000	Trumpet Consols (tin), near Helston	11 10 0	—		11 0 0	2 0 0	Mar. 1862
4200	Vigra and Clogau (copper) [L. £5]	5 0 0	—	20 22	6 2 6	1 10 0	Mar. 1864
60	West Burton Gill (lead), Yorkshire	50 0 0	—		14 10 0	3 0 0	June, 1861
1024	West Caradon (cop.), Liskeard [S.E.]	10 0 0	10½	11 12	101 1 3	0 10 0	Oct. 1862
1000	Wheal Basset and Gryllis (tin)	7 0 0	7	8 8½	3 0 0	0 10 0	Oct. 1863
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	3 0 6	—		10 2 6	0 7 6	July, 1864
896	Wheal Margaret (tin), Uny Lelant	13 17 6	5	6 8	76 5 0	1 0 0	May, 1863
2044	Wheal Tremayne (tin), Gwinear	6 11 3	—		6 1 3	0 5 0	Nov. 1863
6400	West Fowey Consols (tin and copper)	7 10 0	—		0 19 0	0 3 0	May, 1862
8000	Wharfedale Mining Company [L. 10s.]	0 5 6	—		—	0 0 6	Jan. 1864

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid
2484	Burra Burra (cop.), South Australia	5 0 0	—		320 0 0	5 0 0	Sept. 1864
15000	Cape Copper Mining [L. £10] [S.E.]	7 0 0	10½	11 11¼	1 5 0	0 10 0	April, 1865
12000	Cobre Copper Co. (cop.), Cuba [S.E.]	40 0 0	28	26 28	101 0 0	1 0 0	Jan. 1865
70000	English and Australian	5 0 0	—		1 12 0	0 2 0	Aug. 1864
15000	East Indian Coal, Calcutta [L.]	10 0 0	—		7½ per cent.	—	Yearly.
25000	Fortuna (lead), Spain [L.] [S.E.]	2 0 0	3½	3¼ 3¾	0 14 4	0 3 0	Dec. 1864
25000	Gen. Mining Assoc., Nova Scotia [S.E.]	20 0 0	23		21 10 0	1 0 0	June, 1864
68000	Kapunda Mining Co., Australia [S.E.]	1 0 0	⅞		0 12 0	0 1 0	June, 1864
15000	Linares (lead), Spain [L.] [S.E.]	3 0 0	5	3½ 4½	11 6 4	0 5 0	Jan. 1865
10000	Lusitanian (Portugal) [S.E.]	2 0 0	2¼	1¾ 2¼	1 4 0	0 3 0	Jan. 1865
9275	New Wildberg (copper)	2 0 0	—		0 10 0	0 10 0	Aug. 1864
50000	Panulcillo (copper) [L. £4] [S.E.]	3 0 0	4¾		7½ per cent.	—	Yearly.
10000	Pontgibaud (sil.-lead), France [S.E.]	20 0 0	8	6 8	2 3 0	0 16 0	Dec. 1864
97500	Port Phillip (gold), Clunes [S.E.]	1 0 0	1¼	1 1¼	0 12 6	0 1 0	July, 1864
11000	St. John del Rey [L.], Brazil [S.E.]	15 0 0	32	34 38	63 15 0	2 10 0	June, 1864
43174	United Mexican (sil.), Mexico [S.E.]	28 5 0	4¾	4 4½	2 19 0	0 5 0	Sept. 1864
10000	Vancouver (coal) [L. £10]	5 0 0	4½	3 4	0 15 0	0 5 0	Nov. 1864
50000	Victoria (London) Mining Co. [L.]	1 0 0	—		0 7 0	0 5 3	Jan. 1865
40000	West Canada Mining Company [L.]	1 0 0	—		0 17 0	0 5 0	Dec. 1864

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid
10000	Alten and Quænangen Uni. (cop.) [L. £5]	4 10 0	—		4 5 0	0 15 0	Nov. 1858
20000	Australian (cop.), S. Australia [S.E.]	7 7 6	—		0 1 0	0 1 0	Dec. 1863
6000	Central American (silver) [L.]	5 0 0	—		4 6 8	0 14 10	Dec. 1863
10000	Copiapo Mining Company, Chili [S.E.]	16 0 0	—		6 18 0	0 10 0	Nov. 1862
100000	Don Pedro No. Del Rey [L. £1] [S.E.]	0 12 6	⅜	⅜ ⅝	0 0 9	0 0 9	Dec. 1863
103815	Mariquita and New Granada [S.E.]	1 0 0	⅝		0 9 6	0 1 6	July, 1859
45000	Yudanamutana (cop.), S.A. [L.] [S.E.]	3 0 0	1¾	1¼ 1½	0 5 0	0 5 0	Aug. 1863

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
35000	Alamillos (lead), Spain] L. £2] [S.E.]	1 10 0	1⅝	1⅝ 1⅞	April, 1865
100000	Anglo-Brazilian (gold) [L. £1] [S.E.]	0 6 0	⅜		Dec. 1863
20000	Beariz Tin Streaming Company [L. £1]	0 17 6	—		Oct. 1863
25000	Capula (silver), Mexico [L. £2] [S.E.]	1 5 0	1¼		Feb. 1864
10000	Copiapo Smelting [L.], Chili	10 0 0	—		Fully paid.
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	—		Fully paid.
50000	East del Rey (gold), Brazil [L. £3] [S.E.]	2 5 0	1¼	1 1¼	April, 1865
15000	El Chico Silver Mining and Reduction Company [L. £5]	3 0 0	—		
8000	English and Canadian Mining Company [L.]	5 0 0	—		Fully paid.
40000	Fortune (copper), West Australia [L.]	2 0 0	—		Fully paid.
50000	Frontino and Bolivia (gold), New Granada [L. £2] [S.E.]	1 0 0	—		Mar. 1865
10000	Gonnesa (lead) [L.] [5000 £5 paid, 5000 £1 paid]	—	—		May, 1865
80000	Great Northern (copper), South Australia [L. £2] [S.E.]	1 10 0	—		June, 1862
10000	Great Barrier Land, Mining, &c., New Zealand [L.]	5 0 0	—		Fully paid.
24000	Hindostan (copper), Bengal [L. £5]	3 0 0	—		Feb. 1863
4000	Hope Silver-Lead and Copper Mining Co. [L.], Jamaica	25 0 0	—		Fully paid.
120000	Lagunazo (sulphur, copper), Portugal [L.]	1 0 0	—		Fully paid.
100000	Montes Aureos (gold), Brazil [L.] [S.E.]	2 0 0	¾	⅝ ¾	Fully paid.
50000	Nova Scotia (land and gold) [L. £2]	1 0 0	—		Nov. 1862
10000	Otea (copper) New Zealand [L. £2]	1 0 0	—		Mar. 1865
15000	Pachuca Silver Mining Company, Mexico [L. £1]	1 0 0	—		June, 1863
6000	Peel River Land and Mineral [Limited]	100 0 0	—		Stock.
23000	Quebrada (copper), Venezuela [L. £10]	6 10 0	—	4 5	Sept. 1864
10178	Rhenish Consolidated (lead) [6000 £5 paid, 4178 30s. paid.]	—	—		Mar. 1865
50000	Rossa Grande (gold), Brazil [L. £1] [S.E.]	0 5 0	—		April, 1864
10000	San Roque (lead), Spain	5 0 0	—		Fully paid.
60000	Santa Barbara (gold), Brazil [L. £1]	0 15 0	¾	⅝ ¾	Sept. 1864
120000	Scottish Australian Mining Company [L. £1]	0 17 6	—		Feb. 1864
15000	South Europe Mining Company, Spain [L. £5]	5 0 0	—		Fully paid.
12000	Teplitz Colliery Co., Bohemia [L. £5]	3 0 0	—		June, 1863
30000	Val Antigoria (gold) [L. £2]	0 10 0	⅞	⅝ ⅞	
6000	Val Sassam (silver, copper, and lead) [L. £10]	3 0 0	—		April, 1865
5000	Valgodemard Mining Company [L. £20]	15 0 0	—		Mar. 1865
50000	Vallanzasca (gold), Italy [L. £1] [S.E.]	0 10 0	1¾	1½ 1¾	Oct. 1864
45000	Victor Emanuel (copper), Italy [L.]	1 0 0	—		Fully paid.
20000	Washoe (gold) [10000 £5 paid, 10000 £3 paid]	—	—		
1000	Western Africa Malachite (copper) [L.]	110 0 0	—		Oct. 1862
12000	Wheal Ellen (copper), South Australia [L.]	5 0 0	—		Fully paid.
80000	Worthing (copper), South Australia [L.] [S.E.]	1 0 0	1	¾ 1	Fully paid.
75000	Yorke Peninsula, South Australia [L.]	1 0 0	⅝		Fully paid.

PROGRESSIVE MINES.

Shares	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
700	Aberdovey (sil.-lead), Merio.	4 10 0	—		Nov. 1864
1000	Alt-y-Crib (lead) [L.]	5 0 0	—		Fully paid.
4000	Bedford Cons. (cop.), Tavistk.	2 11 6	—		Feb. 1865
3200	Bedol Aur (lead), Holywell	0 16 0	—		May, 1865
500	Billins (lead)	30 0 0	—		Fully paid.
6000	Boscawen (tin), Kenwyn	2 15 0	—		Jan. 1865
5000	Bottle Hill (tin) Plympton	1 10 6	¾	½ ¾	Mar. 1865
30000	Bromlow (ld.), Minsterley, Salop	1 0 0	—		Fully paid.
200	Brynford Hall (lead), Flint	30 0 0	—		Aug. 1863
500	Bryn Gwiog (lead), Flint	9 0 0	—		June, 1864
1832	Bryntail (lead), Llanidloes	9 0 6	—		Mar. 1865
1000	Camborne Consols (copper)	18 10 0	—		Feb. 1864
4600	Camborne Vean & Wh. Francis	10 14 4	¾		Mar. 1865
75000	Cambrian Consolid. (gd.) [L. £2]	1 0 0	—		Aug. 1862
8000	Cape Cornwall (cop.), [L. £2 10s.]	1 5 0	—		Dec. 1864
12000	Caradon & Phœnix Cons. [L. £1]	0 12 0	—		April, 1865
914	Caradon Cons. (cop.), St. Cleer	29 13 6	—		April, 1865
10000	Caradon Vale (copper)	—	—		
6000	Carn Camborne (cop.), Cambn.	1 15 0	1⅝	1½ 1⅝	April, 1865
2048	Carnyorth (tin), St. Just	4 15 0	—		Dec. 1864
20000	Carysfort [3200 £2½ pd., 16800 £1¼ pd.]		—	12s.	Mar. 1865
2500	Cefn Cilcen (ld.), Flint [L. £5]	2 12 0	—		Mar. 1865
800	Cefn Cwm Brwyno (lead)	4 0 0	—		Sept. 1864
2500	Central Minera (lead) [L. £5]	2 14 0	—		Jan. 1865
3000	Chiverton (lead), Perranzabu.	6 0 0	—		
3000	Chiverton Moor (lead)	3 0 0	—		Oct. 1863
4000	Clara Unit., Ponterwyd [L. £3]	2 8 6	—	1 1¼	May, 1865
3072	Cleer's Hill (tin), St. Stephen's	0 1 4	—		July, 1864
5000	Cleveland (iron), [L. £20]	10 0 0	—		Mar. 1865
787	Clijah & Wentworth (tin, cp.)	33 10 0	—		Aug. 1864
3000	Clowance Wood (cop.) [L. £5]	3 10 0	3¼		April, 1865
16000	Coolartra & Bond [L.] [5300 £1 pd., 10700 16s. pd.]				Feb. 1865
50000	Connorree (cop., sulph.) [L.]	1 0 0	—		Fully paid.
6500	Cornish Clay and Tin [L.]	1 0 0	—		Fully paid.
12000	Cornubia (tin) [L. £3] [4000 30s. pd., 8000 15s. pd.]				
861	Crane (copper), Camborne	26 17 0	5	2½ 3	Feb. 1865
30000	Crenver and Wh. Abraham [L.]	3 0 0	—		Feb. 1865
12000	Crelake (cop.), Tavistock	2 13 0	—		April, 1864
2500	Crowan Consols (cop.), Crowan	5 0 0	—		Oct. 1864
8000	Crowan & Wendron (tin), [L. £1]	0 2 6	—		
1428	Crowlwm (lead), Llanidloes	1 13 0	—		Dec. 1864
6000	Cuddra (cop., tin), St. Austell	4 5 0	—		July, 1864
10000	Cwmsymlog (sil.-ld.), [L. £5]	2 0 0	—		May, 1864
35000	Dale (lead), North Stafford.	1 0 0	—		Fully paid.
1000	Darren (lead) [L.], Cardigan	7 4 0	—	14¾ 15¾	Nov. 1864
672	Ding Dong (tin), Gulval	44 10 6	—		Dec. 1863
20000	Dolfrwynog (gold) [L. £1]	0 15 0	—		June, 1864
1000	Eaglebrook (lead) [L. £20]	17 19 0	—		Feb. 1865
1000	East Basset and Gryllis (tin)	2 17 6	—		Mar. 1865
6000	E. Bottle Hill (tin), Plympton	0 4 6	—		Aug. 1864
2000	East Buller (copper)	2 0 0	—		Mar. 1865
50000	East Cambrian (gold) [L. £1]	1 0 0	—		Fully paid.
6000	East Carn Brea (cop.) Redruth	3 15 0	7	7 7¼	Feb. 1863
2000	East Chiverton (lead)	3 8 0	1⅛	¾ 1¼	April, 1865
50000	E. Clogau (gold), Merio. [L. £1]	0 6 0	—		Mar. 1864
2048	E. Falmouth (s.-ld.), Kenwyn	5 0 6	—		April, 1864
6000	E. Grenville (cop.), Camborne	2 14 0	3¾	3½ 3¾	May, 1865
6000	E. Gt. Work (tin), Breage [L. £5]	4 0 0	—		Mar. 1865
4000	E. Gunnislake & S. Bedfd. (cop.)	8 3 6	1⅛	1⅛ 1⅜	May, 1865
6145	East Jane (sil.-ld.), Cardinham	2 17 6	—		April, 1865
6000	East Laxey (lead) [L. £3]	2 0 0	2¼	1¼ 1¾	July, 1864
1024	E. Margaret (tin), Uny Lelant	22 10 0	—		Feb. 1865
8000	E. Polberro (tin) [L. £1] [4000 £1 pd. 4000 12s. 6d. pd.]				Nov. 1864
3986	E. Providence (tin), Uny Lel.	4 11 9	—	1¼ 1½	April, 1865
6000	East Snaefell (lead) [L. £3]	2 0 0	—		Nov. 1864
5610	East Seton (cop.), Camborne	0 10 0	—		Dec. 1863
256	East Tolgus (copper), Redruth	90 0 0	—		Nov. 1864
1024	E. Treskerby (cop.), Redruth	10 13 6	2¼	2 2¼	Dec. 1864
9600	East Wheal Abraham (copper)	0 5 0	—		Aug. 1864
1190	E. Wheal Agar (cop.), St. Cleer	12 17 0	—		Jan. 1865
1300	E. Wheal Ellen (cop.) St. Agnes	3 5 0	—		Dec. 1864
2048	East Wheal Gryllis (tin, cop.)	2 15 0	3	2 3	Jan. 1865
4000	E. Wh. Russell, Tavis. [S.E.]	10 3 0	4	3¾ 4	Mar. 1865
6000	East Wheal Vor (tin and cop.)	5 0 0	—		April, 1864
6144	Esther Und. (tin), Cardingham	0 5 4	—		Dec. 1864
6000	Fortescue Consols	0 12 6	—		
6000	Furze Hill Wood Cons., Buckl.	1 5 6	—		April, 1864
10000	Furadon (cop.), [L.] [5000 £1 10s. paid]		—		July, 1864
1026	Garden, Morvah	5 7 9	—		Aug. 1864
4096	Garlidna Untd. (tin), Wendron	4 15 0	¾	½ ¾	Jan. 1865
4000	Gawton (copper), Tavistock	2 14 6	⅝	⅜ ½	Mar. 1865
6000	Gen. Min. Co. for Irel. (cop.)	4 0 0	—		
30000	Glasgow Caradon Con. (cp.) [L.]	1 0 0	—		Fully paid.
1024	Godolphin (cop., tin), Crowan	0 5 0	—		Oct. 1864
5700	Goginan (silver-lead)	12 10 0	—		April, 1864
2000	Golch Hill (lead), Flintshire	1 7 5	—		Feb. 1865
6144	Gonamena (copper), St. Cleer	4 15 0	—		April, 1865
2000	Goonzion (copper), St. Neot	1 17 6	—		Dec. 1864
3000	Gothic (silver-lead), Cardigan	1 0 0	3	3 3½	No call.
486	Gramb. & St. Aub. (cp.) [S.E.]	66 0 0	—	4 6	May, 1865
4100	Great Brigan (cop.), Redruth	6 18 0	—	2½	May, 1865
4096	Great Caradon (cop.), St. Ive.	2 18 0	—	¼ ½	April, 1865
10000	Great Devon and Bedford [L.]	2 2 6	—		Jan. 1865
3000	Gt. East Lovell (tin), Helston	1 0 0	—		
5000	Great North Downs (copper)	4 3 0	4¼	4	Jan. 1865
12500	Gt. No. Laxey (I. of Man) [L. £1]	0 10 0	3		Feb. 1865
6000	Gt. Retallack (sil.-ld., blende)	2 6 6	—		April, 1864
6000	Great S. Chiverton (sil.-lead)	0 11 0	1¼	½ ¾	Feb. 1865
52000	Great Tregune Consols (cop.)	0 5 0	—		
3000	Great West Chiverton (lead)	1 0 0	—		June, 1864
3313	Great Wheal Baddern (tin)	7 17 6	—		June, 1864
6000	Gt. Wh. Busy (cop., tin), Ken.	13 19 6	4	5¼ 5¾	Jan. 1865
1798	Gt. Wh. Fortune (tin), Breage	21 12 0	4	3½ 4	Mar. 1865
3072	Gt. Wh. Gryllis (tin, copper)	1 5 6	—		April, 1865
10000	Gt. Wh. Metal, Breage [L. £2]	1 0 0	2½	2 2¼	
2500	Grit and Stapeley (lead), [L.]	10 0 0	—		July, 1864
4000	Gryllis Wheal Florence (tin)	1 0 0	1		Jan. 1861
6068	Gwydyr Park Con., Llanrwst	1 9 3	—		Mar. 1865
6000	Hallenbeagle (copper)	1 10 0	4	3⅝ 3¾	Mar. 1865
6400	Harwood (ld.), Durham [L. £1]	0 6 0	1		Sept. 1864
5000	Havan (ld.), Cardigan [L. £5]	4 5 0	—		July, 1864
7219	Hawkmoor (tin, cop.) Calstock	3 7 6	—		Dec. 1864
10000	Hazel Grove (sil.-ld.) [L. £1] Flint	0 7 6	—		
5000	Hendre (lead), Flint [L. £5]	4 0 0	—		April, 1865
6000	Hingston Down (cop.), [S.E.]	5 10 6	3¾	3 3¼	Dec. 1863
6000	Illogan (tin and copper)	0 14 6	—		April, 1865
5000	Kelly Bray (ld.), Callington	5 4 6	⅝	¼ ⅜	Mar. 1865
6000	Keswick (lead), Portinscale	5 6 6	—		Mar. 1862
96	Kilmorey (lead)	25 5 0	—		Feb. 1864
6000	Lady Bertha (cop.) [S.E.]	3 6 6	½	⅜ ⅝	April, 1865
4500	Lanivet [L. £2] [1500 10s. pd.]	2 0 0	—		Feb. 1865
3000	Leawood (copper, lead)	0 16 0	—		Mar. 1865
1019	Leeds & St. Aubyn (tin, cop).	18 13 4	—		Mar. 1865
963	Lelant Cons. (tin), Uny Lelant	35 0 0	—		Mar. 1863
4000	Llantwit Vardre (coal), [L. £5]	4 10 0	—		May, 1864
2000	Long Rake (lead), Flint	5 15 0	1½	1 1½	April, 1865
2000	Lower Park (ld.), Denbigh [L.]	3 11 0	—		Jan. 1864
6000	Maudlin (copper), Lostwithiel	4 4 0	—		Dec. 1864
4480	Merllyn (lead), Flint	4 1 6	—		June, 1864
3000	Minera Western Boundary [L. £1]	0 2 6	—		Sept. 1863
3000	Mineral Bottom (lead)	3 0 0	5	4½ 5½	
6000	Molland (cop.), S. Moulton	3 0 0	—		Nov. 1862
1024	Nangiles (tin, copper), Kea	20 0 0	19	17 19	Jan. 1865
4000	Nanteos (lead) [L. £1]	0 10 0	—		Sept. 1864
512	Nant Minera (lead), [L. £20]	6 10 0	—		Jan. 1865
6400	Nant-y-Iago (ld.), Merioneth	3 17 6	—		May, 1863
6000	New Clifford [L. £4]	1 5 0	2		Dec. 1864
10000	New Concord (sil.-ld.) [L. £3]	2 5 0	—		Mar. 1865
24000	New Cornish [12000 £1 paid, 12000 12s. paid]				Dec. 1864
6400	N. Crow Hill (ld.), St. Stephen	2 14 6	—		Feb. 1865
6000	New East Birch Tor (tin)	1 0 0	—		Feb. 1865
6514	New E. Russell (cop.), Tavistk.	0 9 0	—		Mar. 1865
6400	Nether Hearth (lead), Dufton	0 18 6	—		Oct. 1863
400	New Hendra (tin, cop.), Breage	5 11 0	—		Mar. 1865
6400	New Pembroke (tin and cop.)	0 11 0	—		Jan. 1865
1024	New Rosewarne (cop.), Gwinear	2 10 0	8½	7½ 8	Dec. 1864
6000	New S. Caradon (cop.), St. Cleer	0 16 6	—		Dec. 1863
1869	New Treleigh (cop.), Redruth	4 0 0	¾		April, 1865
960	New Trevenen (tin), Wendron	7 14 0	—		Oct. 1864
470	Newtownards Min. Co., Down	50 0 0	—		
1024	New Wendron (tin), Wendron	7 10 0	—		Dec. 1864
1024	New Wh. Gryllis (tin and cop.)	2 1 6	—		May, 1863
4093	New Wheal Lovell (tin)	0 19 0	—		April, 1865
15000	New Wheal Martha (cop.) [L.]	1 0 0	1¼		Fully paid.
400	New Wh. Seton (cop.), Camb.	43 5 0	—		May, 1865
6000	New Wh. Vor & Metal Utd. (tin)	0 2 6	—		May, 1864
1024	North Buller (cop.), Redruth	27 10 6	—		Mar. 1865
6000	North Chiverton (lead	1 5 0	2¼	2 2¼	Mar. 1865
16000	North Devon (sil.-ld.) [L. £1]	0 13 0	—		Oct. 1863
5000	N. Dolcoath (cop.), Camborne	3 8 6	—		Mar. 1865
6000	North Downs (cop.) Redruth	3 11 4	—		May, 1865
2500	North Frances (cop.)	14 2 6	—		Dec. 1864
1361	N. Grambler (cop.), Redruth	4 18 6	—		April, 1865
6000	N. Gt. Work, Breage [L. £3]	2 9 0	—		Aug. 1864
16000	N. Hallenbeagle [8000 £1 pd., 8000 8s. 6d. pd.]				July, 1863
6000	North Jane (tin, silver-lead)	2 9 6	1¼	1 1¼	Aug. 1864
2000	N. Levant (tin, cop.), St. Just	9 13 0	—		April, 1865
20000	N. Minera (ld.) [15000 £1 pd., 5000 15s. pd.]		⅝	⅝ ⅞	[illegible]
4000	N. Phœnix (cop.) Linkinghorne	4 4 0	—		[illegible]
6400	No. Pool (tin & cop.), Illogan	2 5 8	—		[illegible]
700	N. Roskear (cop.), Camborne	37 15 0	15	13¾ 15¾	[illegible]
6144	North Rosewarne (copper)	1 0 0	—		[illegible]
2000	No. Shepherd (lead), Newlyn	3 0 0	—		[illegible]
6000	N. Wh. Basset (cop., tin) [S.E.]	4 9 6	6⅝	7 7¼	[illegible]
5610	North Wh. Crofty (cop.) [S.E.]	2 13 0	—	10s. [illegible]	[illegible]
6144	N. Wh. Robert, Samp. Spiney	4 0 5	2⅛	2 2⅛	[illegible]
12288	Okel Tor (cop.), Calstock	2 3 10	—		[illegible]
9000	Old Gunnislake Calstock	0 7 6	—		[illegible]
600	Pant-y-Glien (slate) [L.] [500 £5 pd., 100 £20 pd.]		—	⅛ ¾	[illegible]
8465	Pedn-an-drea (tin), Redruth	4 8 6	—		[illegible]
5000	Pendeen Cons. (cop.), St. Just	4 11 6	—		[illegible]
5000	Penhalls (tin), St. Agnes	2 16 0	—	2¾ 3¼	[illegible]
512	Penhallow Moor (silver-lead)	7 0 0	—		[illegible]
6000	Penrait (sil. ld.), Merion. [L.]	2 7 0	—		[illegible]
6000	Polhigey Moor (tin), Wendron	1 18 0	—		[illegible]
12800	Prince of Wales (tin), Calstock	0 7 0	—		[illegible]
6000	Prosper Uni. (tin, cp.), St. Hilary	7 1 6	—		[illegible]
12000	Redmoor (cop., tin), Callington	1 6 6	—	2¾ 3	[illegible]
6000	Roaring Water [L. £3]	2 0 0	—	3s. 4s.	[illegible]
6000	Reinnie Laxey (lead), [L. £6]	4 0 0	—		[illegible]
512	Retanna Hill (tin), Wendron	2 17 6	—	3¾ 4¼	[illegible]
5000	Rhafna (lead), Carnarv. [L. £1]	0 11 0	—		[illegible]
6000	Restriggian (iron), St. Wenn	—	—		[illegible]
6000	Roborough Down (cop.) [L. £3]	2 10 0	—		[illegible]
3998	Rosewarne Consols (copper)	4 11 6	—		[illegible]
3848	Rosewarne United (cp., tin)	3 16 11	1⅝	1½ 1⅝	[illegible]
6000	Roskear (copper), Camborne	0 10 0	—		[illegible]
700	Roskearnowth (cop.), Camborne	2 15 0	—		[illegible]
2000	Scorrier Con. (tin, cp.), St. Agnes	4 13 6	—		[illegible]
800	Seglenias, Montgomery [L. £8]	6 5 0	—		[illegible]
20000	Snaefell (lead) Isle of Man [L.]	1 0 0	1	⅞ 1⅛	[illegible]
20000	Sil. Vein, St. Winnow [15000 £1 pd., 5000 5s. pd.]				[illegible]
4096	Sithney Wheal Metal (tin)	3 10 0			[illegible]
12000	Sortridge Cons. (cop.) [S.E.]	1 3 6	2⅛	2 2¼	[illegible]
6000	S. Alfred Cons. (cop.), Phillack	0 17 6	—		[illegible]
512	South Basset (cop.), Gwennap	18 10 8	4	3 4	[illegible]
100	South Bryn Gwiog (lead)	7 0 0	—	4½ 5¼	[illegible]
6000	So. Buller (copper), Gwennap	0 14 0	—		[illegible]
4096	S. Caradon Wh. Hooper (cop.)	4 19 0	—		[illegible]
6000	South Carn Brea (cop.)	7 19 0	—	⅝ ¾	[illegible]
6138	S. Condurrow (tin, cp.), Camb.	3 2 0	3⅝	3¼ 3¾	[illegible]
2283	Sou. Crenver (cop.), Crowan	12 9 0	—		[illegible]
6000	South Darren (ld.) [L. £3⅛]	3 6 6	—		[illegible]
6000	S. Dolcoath & Carnarthen Con.	2 14 6	—		[illegible]
5000	So. Exmouth (ld.), Christow	2 5 0	—		[illegible]
5000	S. Foxdale (ld.) I. of Man [L. £5]	3 10 0	—		[illegible]
2000	South Gorland (cop.), St. Day	4 10 0	—		[illegible]
2000	South Gryllis (copper) [L. £10]	8 10 0	—		[illegible]
1024	S. Herodsfoot (lead) Liskeard	6 2 6	—		[illegible]
96	South Kilmorey (lead)	23 10 0	—		[illegible]
2000	South Lovell (tin), Wendron	2 0 0	4	3¼ 3¾	[illegible]
4000	S. Minera (lead) [L. £5¼	4 10 0	—		[illegible]
96	South Pant-y-Gof (lead)	27 0 0	—		[illegible]
5325	So. Phœnix (cop.) Linkin.	7 1 4	—		[illegible]
937	So. Wh. Crofty (cop.), Illogan	21 1 4	15		[illegible]
400	So. Wh. Seton (cop.), Camborne	55 13 0	—		[illegible]
794	Spearne Cons. (tin), St. Just	6 12 0	—		[illegible]
10000	St. Cuthbert Lead Smelt. [L.]	5 0 0	—		[illegible]
40000	St. David's (gold) [L. £2 10s.]	1 5 0	—		[illegible]
900	St. Ives Wheal Allen (tin)	15 0 0	—		[illegible]
8000	St. Just Untd. (tin) [L. 2½].	2 10 0	—		[illegible]
6000	St. Just Consols (tin) [L. £1]	0 17 0	—		[illegible]
640	Stamp Office (lead), Mold	1 0 0	—		[illegible]
7000	Stiperstones (ld.), Salop [L. £10]	2 10 0	—		[illegible]
920	Stray Park (cop., tin) [S.E.]	35 15 6	15	13 15	[illegible]
3500	Tin Hill (tin), St. Austell	1 2 0	—		[illegible]
6000	Tolcarne (cop.), Camborne	2 7 0	—		[illegible]
6000	Tolvadden (copper), Marazion	1 0 0	1⅛	1⅛ 1¼	[illegible]
5000	Treloweth (copper), St. Erth	7 18 8	—		[illegible]
1024	Trencrom (tin), Uny Lelant	13 6 8	4¼		[illegible]
501	Tresavean and Trethurrap	14 10 0	4		[illegible]
3105	Tresellyn and Scaddick Cons.	1 12 6	—		[illegible]
4600	Trevenen and Tremenheere	7 4 6	—		[illegible]
6000	Trevesa and Brea [L. £2]	0 4 0	—		[illegible]
4096	Treweatha (sil.-ld.), Menhen.	5 17 0	—		[illegible]
2048	Treworlis (tin), Wendron	7 15 1	—		[illegible]
2500	Trimley Hall [1250 £1 pd., 1250 17s. 6d. paid]				[illegible]
12000	Twelve Apostles Amal. (ld.)	1 0 0	—		[illegible]
6400	Tyne Head (tin & cop. [L. £1]	0 17 0	—		[illegible]
20000	Vale of Towy (lead), Carmar.	0 16 6	—		[illegible]
10000	Walkham & Poldice (tin) [L.]	1 0 0	—		[illegible]
1024	Wendron Cons. (tin), Wendron	20 13 10	—		[illegible]
4000	Wentnor [L. £2½] (lead)	2 4 6	—		[illegible]
3000	Wentworth Consols (lead)	3 0 0	8½	8 8½	[illegible]
60000	Welsh Gold, Dolgelly [L.]	1 0 0	⅝	⅝ ⅞	[illegible]
20000	West Beam (tin) [L.]	1 0 0	—		[illegible]
40000	West Clogau (gold), Merioneth	1 0 0	—		[illegible]
1000	West Cwm Erfin (lead) [L]	2 0 0	—		[illegible]
1218	W. Condurrow (tin, cop.), Cam.	9 8 11	—		[illegible]
3500	W. Great Work (tin), Germoe	2 8 1	—		[illegible]
6000	W. Gryllis (tin), Perranuthnoe	0 4 0	—		[illegible]
12000	W. Maria & Fortescue, Lamerton	1 2 0	—		[illegible]
500	West Nanty (lead) [L.]	10 0 0	—		[illegible]
19000	West Par Con. (cp.) St. Blazey	2 17 0	—		[illegible]
1600	W. Rose Down (cop.), Caradon	14 2 6	—		[illegible]
256	West Sharp Tor (cp.) Rillaton	164 0 0	—		[illegible]
1056	West Stray Park (cop.), Camb.	10 6 6	—		[illegible]
512	West Tolgus (cop.), Redruth	42 0 0	64	60 61	[illegible]
512	West Wh. Frances (cop.), Illo.	94 5 0	12	10 12	[illegible]
9017	West Wheal Jane (tin, &c.)	3 19 6	—		[illegible]
5000	West Wh. Kitty (tin), St. Agnes	0 7 0	—		[illegible]
10000	W. Wh. Martha (cp. & sil.) [L. £2]	1 5 0	—		[illegible]
4096	West Wheal Vor (tin), Helston	1 10 0	—		[illegible]
6000	Wheal Agar (copper), Illogan	5 18 0	1⅛	1 1¼	[illegible]
5790	Wh. Arthur (cop.), Calstock	4 15 6	—		[illegible]
256	Wheal Buller, Redruth [S.E.]	30 0 0	50	55 60	[illegible]
6000	Wh. Caradon (cop.), St. Ives	2 10 6	—		[illegible]
1000	Wheal Curtis (cop.), Crowan	10 18 4	5		[illegible]
6000	Wheal Crebor (cop.), Tavistock	1 16 0	40s.	38s. 40s.	[illegible]
6000	Wheal Crofty (cop.), Illogan	1 9 6	—		[illegible]
6144	Wh. Damsel (cp., tin), Gwennap	2 15 0	—		[illegible]
4096	Wh. Edward (cop.), Calstock	8 17 6	—		[illegible]
891	Wheal Emily Henrietta (cop.)	13 10 0	—		[illegible]
4000	Wh. Emma (cp) Buckfastleigh	3 13 0	¾	½ ¾	[illegible]
1024	Wh. Exmouth (ld.), Chrisow	—	—		[illegible]
2000	Wheal Falmouth & Sperries	7 0 0	—		[illegible]
6000	Wh. Grenville (copper) [S.E.]	8 17 0	4	3⅝ 3⅞	[illegible]
1024	Wh. Gryllis (tin), Perranuth.	8 1 0	—		[illegible]
5120	Wh. Harriett (cop.), Camborne	4 14 6	⅞	⅞ 1	[illegible]
6000	Wheal Hartley (cop.), Gwinear	1 2 6	—		[illegible]
3648	Wheal Hearle (tin), St. Just.	3 5 0	—		[illegible]
4096	Wheal Hope (sil.-ld.), Perran	2 13 9	—		[illegible]
6000	Wheal Ida (sil.-lead), St. Ive.	0 12 0	⅝	½ ⅝	[illegible]
4800	Wh. Ludcott and Wrey (lead)	4 3 8	—	⅝ ⅞	[illegible]
968	Wheal Margery (tin, copper)	20 6 10	—		[illegible]
1000	Wh. Mary Hutchings (Plymp.)	0 16 0	—		[illegible]
6000	Wh. Norris (tin, cp.), St. Cleer	4 0 0	—		[illegible]
1024	Wheal Par (tin), St. Blazey	7 16 0	—		[illegible]
6000	Wh. Pollard (cop.), St. Neot's	3 3 6	—		[illegible]
1024	Wheal Polmear (copper)	5 13 9	—		[illegible]
970	Wh. Prosper (cp., tin), Breage	14 18 10	—		[illegible]
25000	Wh. Prudence St. Ag. [L. £1]	1 0 0	—		[illegible]
240	Wh. Reeth (tin), Uny Lelant	98 10 0	—		[illegible]
2000	Wheal Rose (copper), Scorrier.	—	35	34 36	[illegible]
1500	Wheal Sarah (tin), Lanivet	0 13 8	—		[illegible]
4096	Wheal Sidney (tin), Plympton	5 3 1	—		[illegible]
2048	Wh. Sithney & Carnmeal Uni.	13 16 6	—		[illegible]
6000	Wheal Sparnon (copper)	1 8 0	—		[illegible]
1920	Wh. Trannack (cop.), Sithney	1 12 3	—		[illegible]
1200	Wh. Trevenna (tin, cop.) [L. £10]	5 0 0	—		[illegible]
5000	Wheal Truscott	1 10 0	—		[illegible]
6000	Wheal Union (cop.), Redruth	4 18 6	⅞	½ ¾	[illegible]
6000	Wh. Unity (cop., tin), Gwinear	4 1 0	—		[illegible]
4096	Wh. Uny (tin, cop.), Redruth	9 17 0	3	2½ 3	[illegible]
4500	Wheal Vlow (tin)	1 5 0	1⅛		[illegible]
1024	Wh. Vyvyan (cop.), Constantine	9 15 0	—		[illegible]
3097	Yarner (copper), Devon	3 18 6	—		[illegible]

MISCELLANEOUS.

Shares	Name	Paid	Last Pr.	Bus. done
20000	Anglo-Mexican Mint	10 0 0	18½	17½ 18½
40000	Brit. & For. Mining Financial	25 0 0	—	
80000	Ebbw Vale Iron Co. [L. £50]	10 0 0	8½	8¼ [illegible]
10000	Gellivara Iron [L. £50]	10 0 0	—	
250000	Gen. Cred. & Fin. Lond. [L. £20]	4 0 0	7	5¾ 6¼
20000	General Steam Navigation	14 0 0	27	26 27
100000	Imperial Mercan. Cred. [L. £50]	5 0 0	6⅛	5⅞ 6⅛
150000	Inter. Financial Soc. [L. £20].	5 0 0	6⅛	5⅞ 6⅛
80000	Joint-Stock Discount [L. £25]	10 0 0	8½	8¼ 8¾
40000	Millwall Ironworks	5 0 0	6¾	6 6½
10000	National Financial [L. £50].	5 0 0	9	7 8
12000	Nerbudda [L. £20] [6000 £5 pd., 6000 £2 pd.]			
30000	Nova Scotia Gold & Land [L.]	2 0 0	—	
40000	Smith, Knight, & Co. [L. £50]	7 0 0	2	⅞ 1⅛

, Those mines with [S.E.] appended have been admitted on the Stock Exchange. Those mines with [L.] appended have been incorporated with Limited Liability.

, Our object being to make the Share List correct, we earnestly call upon all who have the power, to aid us, by forwarding any alteration [illegible] tion which may, from time to time, come under their notice. To shareholders, as well as those officially connected with the mines, we [illegible] information. Reports from mines—in fact, mining intelligence of every description, forwarded to our office, will meet ready attention.

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